

CA3 ONHW Q60

84 J15

URBAN/MUNICIPAL

# *JAMES NORTH HERITAGE DISTRICT*

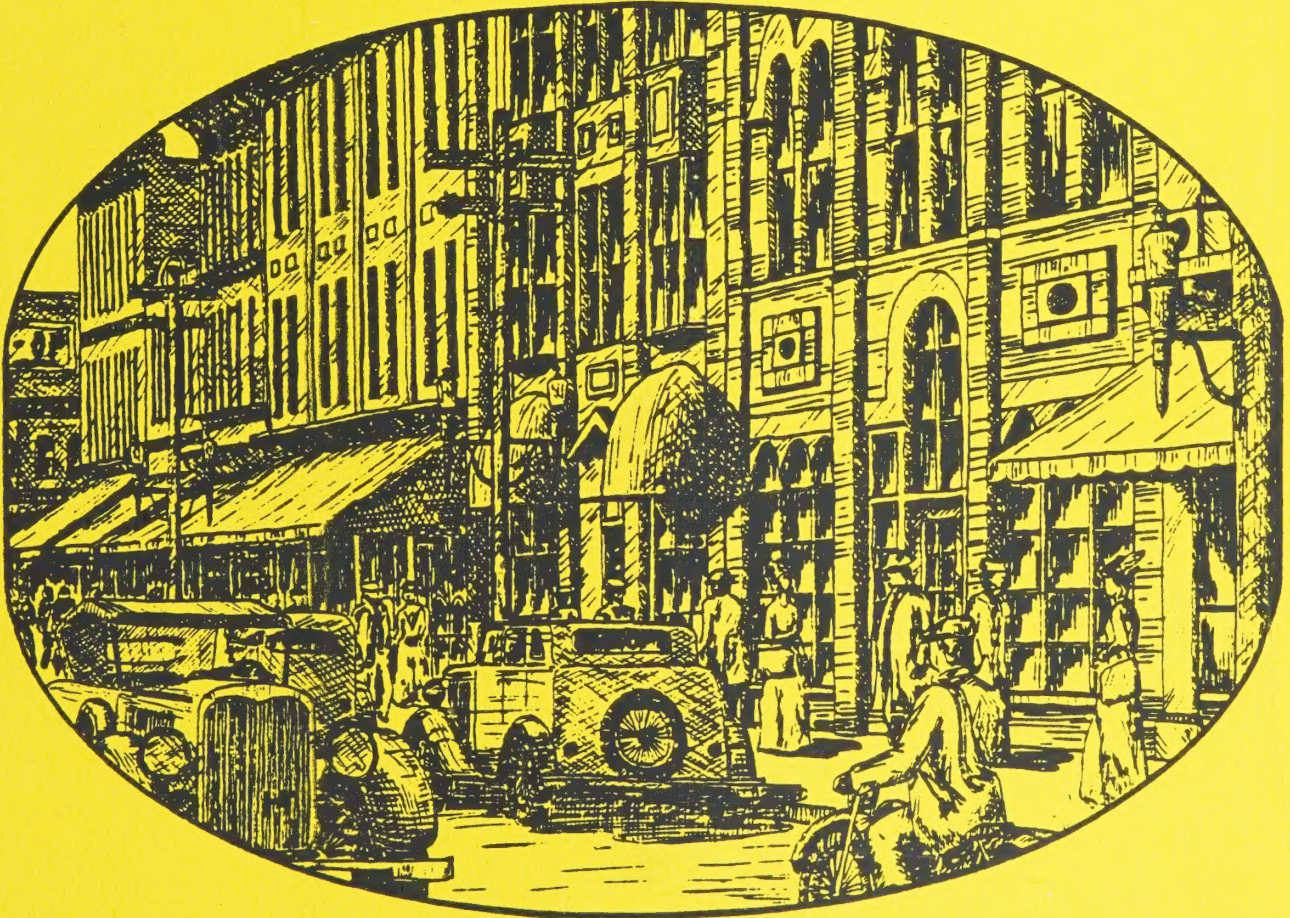
## *Background Information*

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*Extension Report*

GOVERNMENT DOCUMENTS







ACKNOWLEDGEMENT

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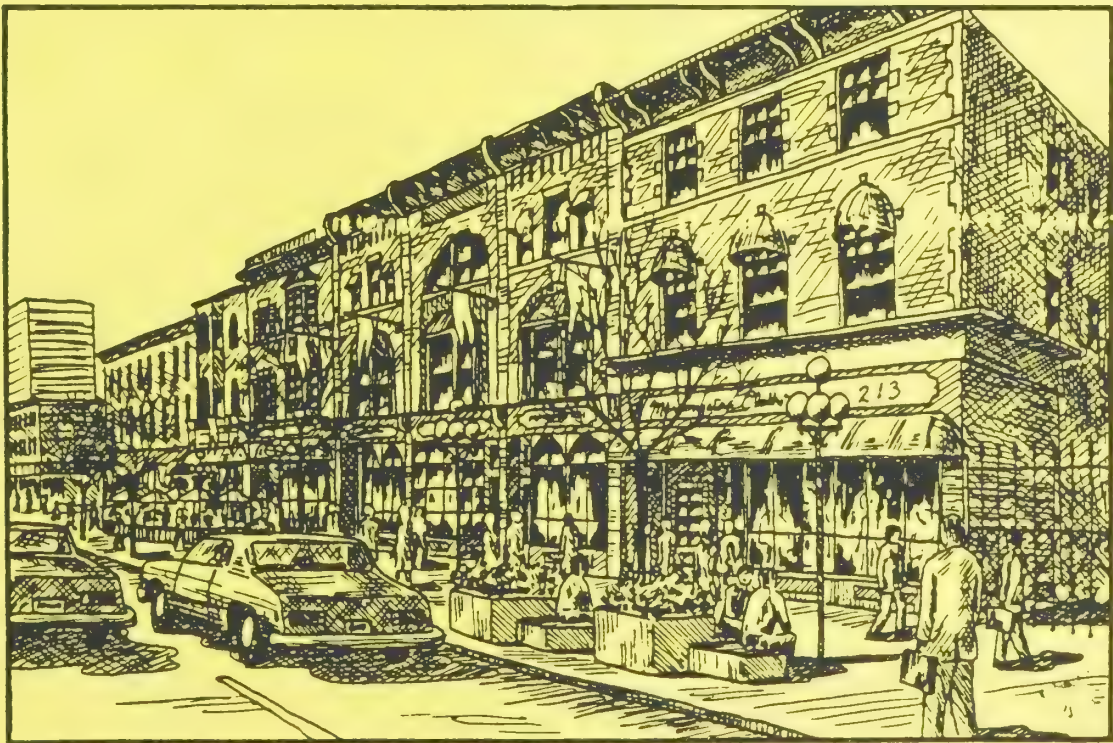
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# *SECTION 1*

## *Introduction*





## 1.1 INTRODUCTION

James Street North is one of Hamilton's best examples of the architectural and historical resources that are so much a part of the City's history. A century ago, James Street used to be one of the Hamilton's major retail and civic focal points.

The interest in conserving and enhancing the James North District spurred Hamilton City Council, in 1983, to pass a by-law of intent to designate James Street North (between King and Barton) as a Heritage Conservation District (HCD). In response to the by-law, the Regional Municipality of Hamilton-Wentworth Planning Department was requested to prepare a background information report on the area and hire a consultant to complete a comprehensive plan with policies and graphic designs, outlining ways in which the area may be revitalized, in addition to recognizing a potential HCD.

## 1.2 STUDY AREA

Ward Aldermen, on behalf of the local business people and residents, requested an extension of the James Street North Heritage Conservation District boundaries to include the four block area from Barton to the Canadian National Railway (CNR) tracks. The tracks provided a more logical northern boundary for the HCD and the station, itself, would act as an anchor at the north end like Jackson Square does in the south. In response to the request, Hamilton City Council, in October 1984, passed the by-law of intent to designate the annexed area as a Heritage Conservation District. Therefore, the new boundaries of the district, extend from King Street to the CNR tracks.

## 1.3 PURPOSE OF THE BACKGROUND STUDIES

The James Street North Heritage Conservation District Background Studies are the basis from which the Heritage District plan will be developed. The plan will contain detail policies which preserve and enhance the historical character and architectural resources of James Street North.

The background report contains the following issues and areas of concern:

- o detailed inventory of buildings to determine their architectural and historical significance;
- o examination of building conditions to determine building improvements required;
- o detailed land use inventory and analysis to identify land use characteristics and trends;
- o present planning policies/controls which directly affect the James North District;





- o examination of existing circulation systems (vehicular and pedestrian), parking and transit system; and
- o analysis of existing urban design conditions and present streetscape elements.

The extension study is considered to be an APPENDIX to the original document. The study area extends from the north side of Barton Street to the CNR overpass. Many of the subject areas dealt with in the original report pertain to a larger region than the potential HCD (King to Barton and/or Barton to the CNR tracks). Therefore, to avoid duplication, many of the topics are excluded from the extension study.



## LEGEND

-  STUDY AREA BOUNDARY
-  STUDY AREA BUILDINGS

CITY OF HAMILTON  
*JAMES NORTH  
 HERITAGE DISTRICT  
 EXTENSION*

STUDY AREA



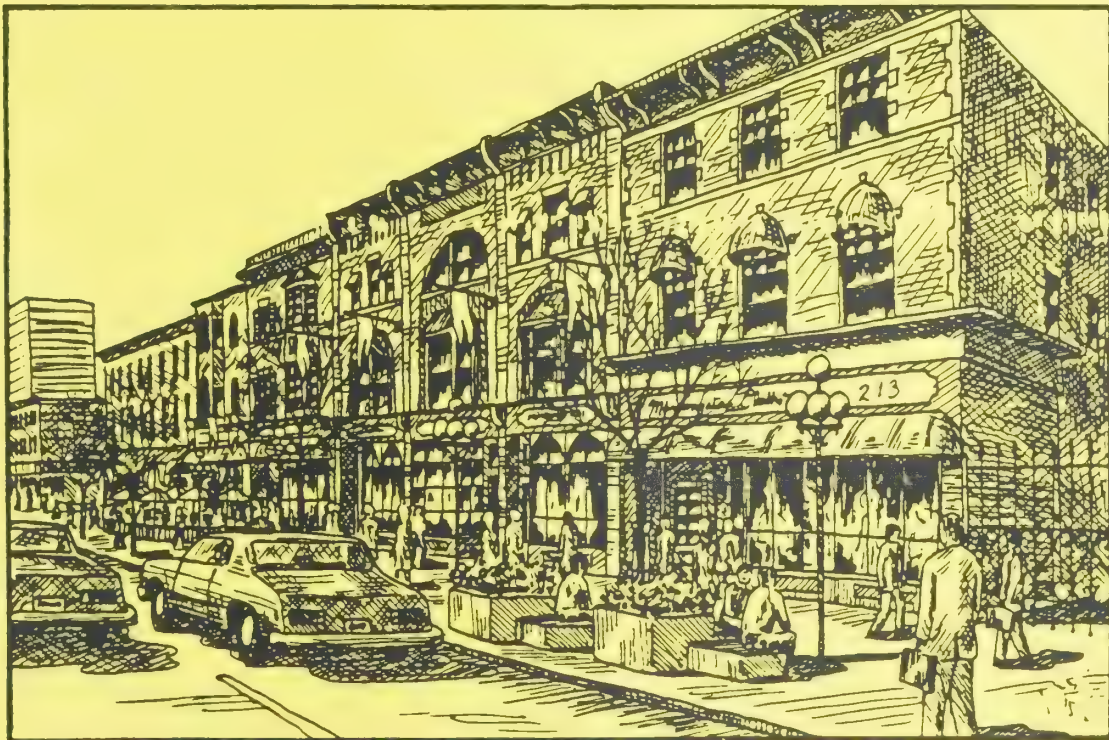
MAP No. 1





# *SECTION 2*

## *History of the Area*





## 2.1 INTRODUCTION

James Street North is one of the two main historical commercial arteries still alive in Hamilton today. In recent years, the area has experienced a social and economic decline and, therefore, to prevent further deterioration and possibly extinction, the street should be redeveloped.

James North became the main mercantile and civic center in the 1800's when the street acquired a direct access to the mountain brow. It was also the major transportation link between the mercantile centre and the port. The old City Hall and the market place were located there. As the street grew in importance, merchants realized the necessity of renovating their buildings. Wealthy families also took advantage of the street's prominence by building stylish three-storey brick houses.

In the twentieth century, James Street lost its reputation as the principal commercial and civic focal point of the City when King Street slowly grew up. The street was dealt a severe blow in the 1900's when the City Hall moved to Main Street West and the market square was slated for urban renewal. Today, much of the present pedestrian movement centers around Jackson Square.

## 2.2 HISTORICAL BUILDINGS

The Canadian National Railway Station and the Harbour Rescue Mission are buildings of historical interest within the study area.

### 2.2.1 CANADIAN NATIONAL RAILWAY STATION

The present site of the station is the third station built within the City of Hamilton, and by far the most impressive. The growing importance of Hamilton as an industrial City in the 1920's, spurred the need for a sophisticated transportation system. The station, opened in 1931, served both as a freight and passenger depot.

The architect, John Schofield, realized the importance of using the surrounding environment to enhance the building. He designed the large green space as a plaza; it was intended that the plaza would "make a perfect setting for a classical station building and add considerably to the beauty of the surroundings." (The Herald, February 21, 1931).

The station, itself, is a classical Greek doric style with large columnar pillars that emphasize the front of the building. It is approximately 19,000 square feet. Pigott Construction built the structure at a cost of two million dollars.

In 1966, Hamilton lost its regular passenger service to Toronto because the demand had declined. The freight component of CNR's line was still relatively active.

The building underwent renovation in the 1970's. At that time, consideration had been given to renting out the unused space for commercial purposes; however, there was no demand for office or retail space.

Today, the CNR station still enhances the historical significance and architectural beauty of James Street North. It's importance as a northern anchor for the potential Heritage Conservation District is vital.



#### 2.2.2 HARBOUR RESCUE MISSION

The Harbour Rescue Mission, a men's hostel, has been situated on James North at the present site since 1956. At that time, the Hostel was considered to be in a strategic location because it was close enough to the waterfront to pick up transients from the docks and its proximity to the railroad made it accessible for men, especially those coming to Hamilton for the first time, to find temporary lodgings.

However, with the decrease in CN passenger service and fewer transient dock workers, the Harbour Mission's location does not play as important role as it did in the 1960's.

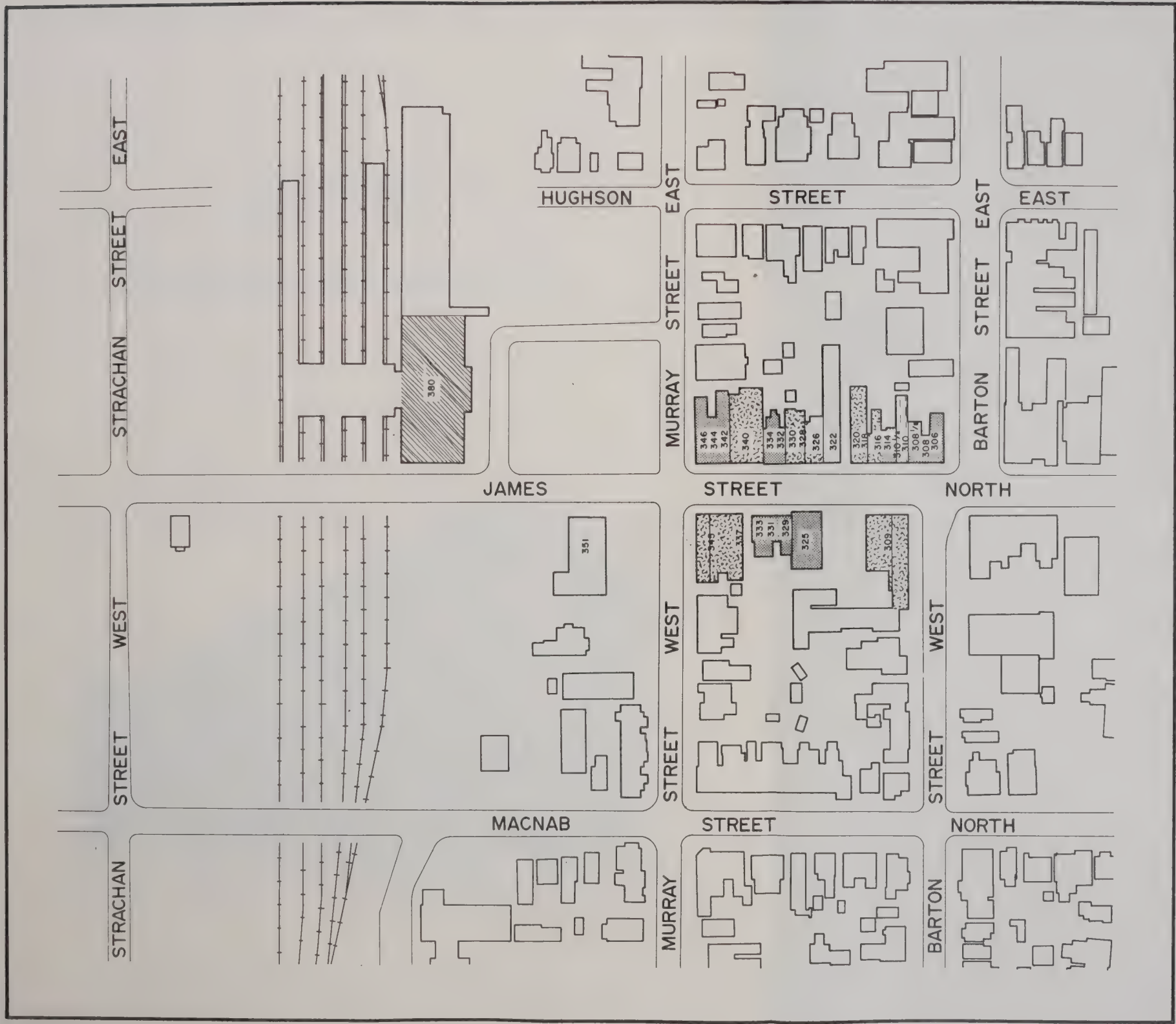




### 2.3 BUILDING INVENTORY

The buildings range from the 1860's to 1978. However, the majority of them were built between 1860 and 1900. The typical building style during that time was a two storey red brick structure with commercial on the lower floor and residential on the upper. Many of the buildings have renovated their storefronts and replaced the window frames. However, many of the original house frames remain intact.





# LEGEND

- 1860 - 1879
- 1880 - 1899
- 1900 - 1919
- 1920 - 1939
- 1940 - 1959
- 1960 - PRESENT

SOURCE L.A.C.A.C.

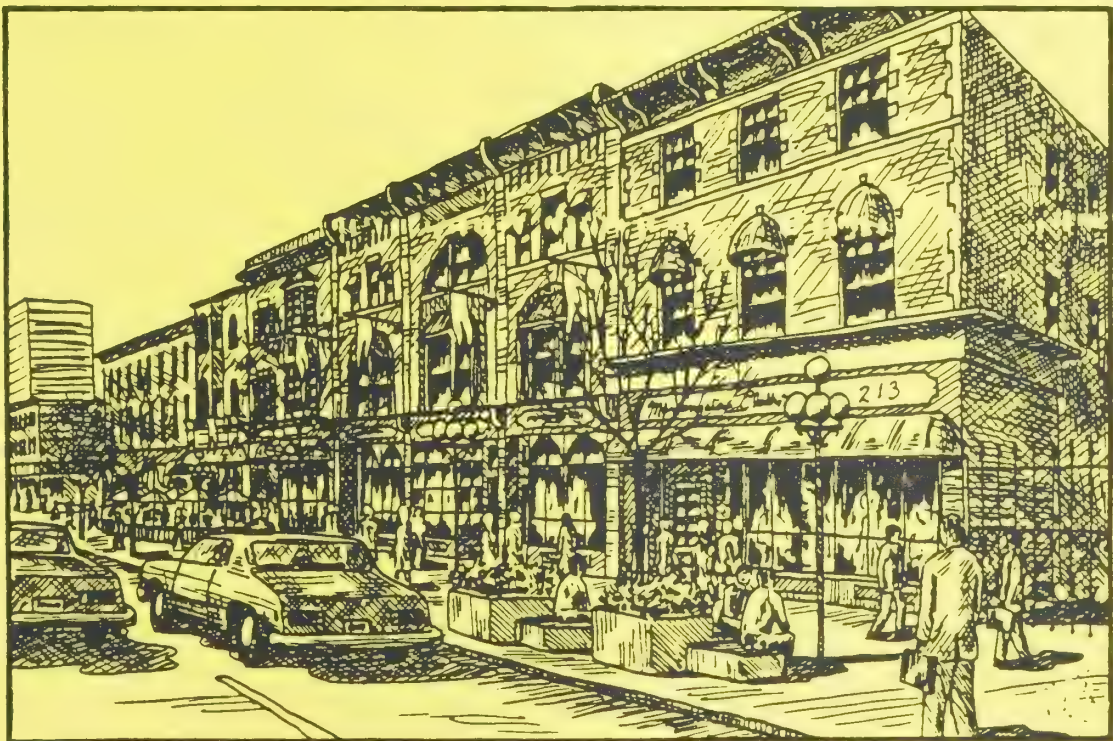
CITY OF HAMILTON  
*JAMES NORTH*  
*HERITAGE DISTRICT*  
*EXTENSION*  
 BUILDING  
 CONSTRUCTION DATES





# *SECTION 3*

## *Planning Policies/Controls*





### 3.1 INTRODUCTION

There are several policies set out by City of Hamilton, with direction from provincial and federal agencies, which influence the growth and development of the City. These policies are the fundamental tools used in the planning process.

James Street North, in particular the four block extension, is affected by the following policies: Official Plan, Zoning By-law, Central Area Plan, and Neighbourhood Plans. Most of the policies have been explained in detail in the James Street North Background Information Report; however, those policies are pertinent to the annexed area will be elaborated upon.

### 3.2 NEIGHBOURHOOD PLANS

James Street North is part of two approved Neighbourhood Plans - Beasley and Central.

The east side of James Street North is within the Beasley Neighbourhood (see Map # 3). The proposed land uses for the James Street frontage are: Commercial between Barton and Murray and a mixed use designation - Commercial and Apartments between Murray and the CNR tracks. The Commercial/Apartment designation is in anticipation of possible future redevelopment of the CNR station.

The west side of James Street is within the Central neighbourhood. (Map #4). The proposed land use is Commercial from Barton to the CNR tracks.

For an elaboration of the goals and objectives of each Neighbourhood Plan, refer to the James Street North Background Study.

### 3.3 ZONING

The existing zoning along both sides of James North is: "H" - Commercial (between Barton and Murray, including the Brewer's Retail property) and "J" - Light and Limited Heavy Industrial (between Murray and the CNR overpass) - Refer to Map #5.

#### 3.3.1 "H" District

The "H" District is defined as a predominantly Commercial zone which allows for:

- a) A large variety of Commercial uses, such offices, grocery stores, banks, animal hospital (for a complete list, refer to Zoning By-law No. 6593).
- b) Residential uses, such as single family, multiple dwellings, mixed residential/commercial and residential care facilities.

- c) Institutional uses include schools, churches, nursing and old age homes, etc.
- d) Public uses such as, private clubs and labour union halls.
- e) Industrial uses which are part of a Commercial use, but they must not have more than 25% of the floor space occupied by power-driven mechanical equipment.

In addition to the types of uses permitted, height limits (four storeys), minimum side and rear yards, lot widths and parking, etc. requirements are implemented.

### 3.3.2 "J" District

The "J" District is an Industrial zone which allows for:

- a) All Industrial uses except those which are classified as heavy industry.
- b) A number of Commercial uses which are permitted in the "H" District.
- c) No residential uses.
- d) All public uses, except for a private club, school for the deaf or blind, a lodge, fraternity/sorority house, cemetery, mausoleum, or columbarium.
- e) Any farming use, except commercial feeding of garbage, or swill to swine, or other animals.

It must be noted, however, that the Federal Government (the CNR station and its lands) are exempt from the Zoning By-law. Therefore, the "J" designation, in this case, is not necessarily applicable to these lands.

### 3.4 REZONINGS SINCE 1975


Only one rezoning application has been received for James Street between Barton and the CNR since 1975. It was approved.

FILE NUMBER	LOCATION	CHANGE	ZONE REFERENCE
ZA 80-15	322-24 James St. N.	From "H" to "H" modified to allow for a banquet hall without provision of parking	H/S-685

### 3.5 CURRENT PROPOSALS



There have been no development applications for the James Street North extension area since 1975.






 THIS AREA TO BE DEALT WITH  
IN A FUTURE OFFICIAL PLAN  
AMENDMENT PENDING DETERMIN-  
ATION OF JURISDICTION.




## LAND USE

### RESIDENTIAL



-  single & double
-  attached housing

-  medium density apts
-  high density apts.
-  commercial & apts.

-  COMMERCIAL
-  INDUSTRIAL
-  CIVIC & INSTITUTIONAL
-  PARK & RECREATIONAL
-  OPEN SPACE
-  UTILITIES
-  COMM. & INDUSTRIAL

-  Neighbourhood Boundary
-  Zoning Boundary
-  Staging of Development Boundary

### Approvals

Planning Bd.  Council  29/77

### Revisions

SEPT 26, 1977  
OCT 26, 1977

# BEASLEY NEIGHBOURHOOD APPROVED PLAN

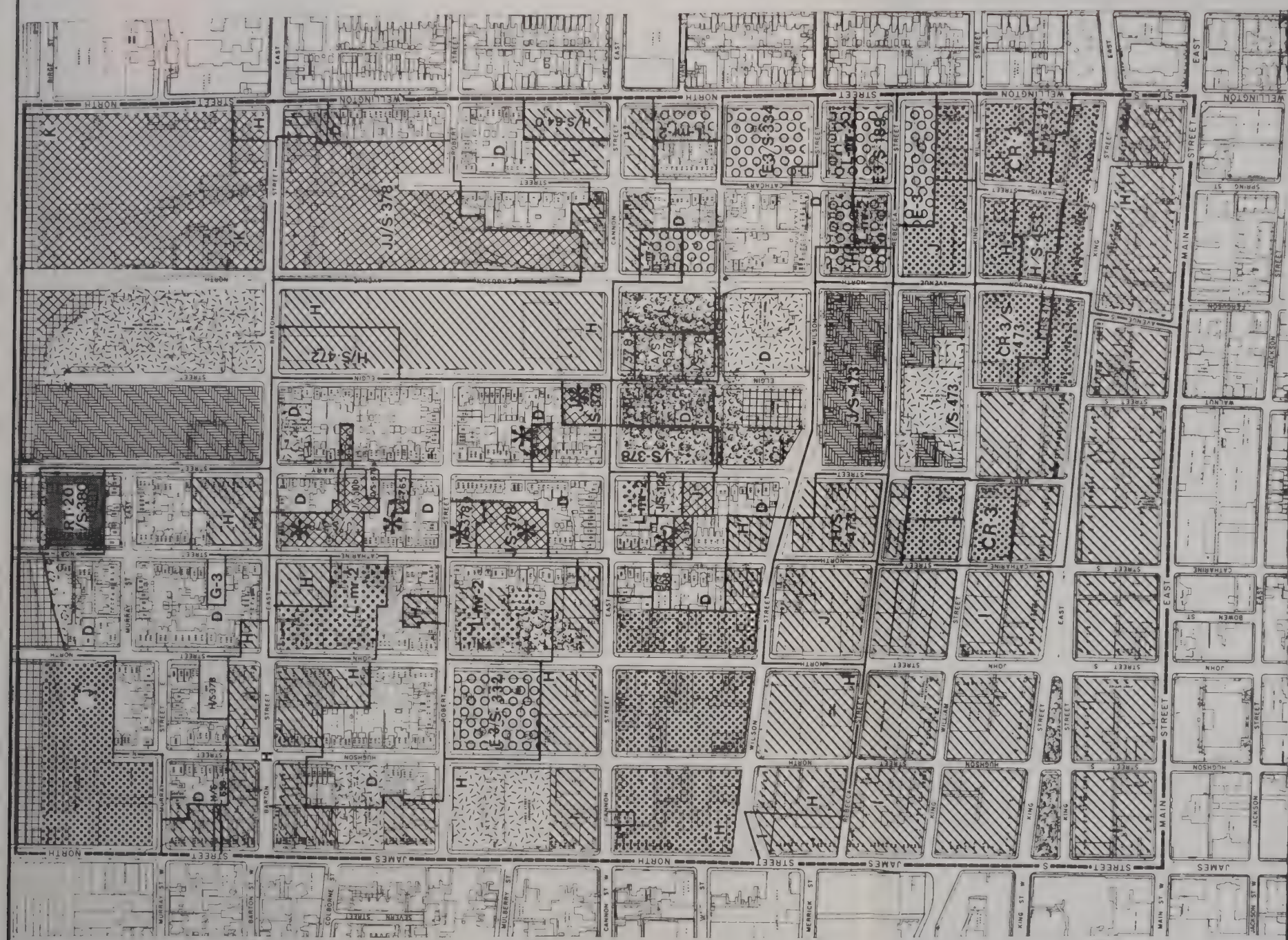
CENTRAL AREA HAMILTON

prepared for the CITY OF HAMILTON by the  
PLANNING AND DEVELOPMENT DEPARTMENT  
of the Regional Municipality of Hamilton-Wentworth



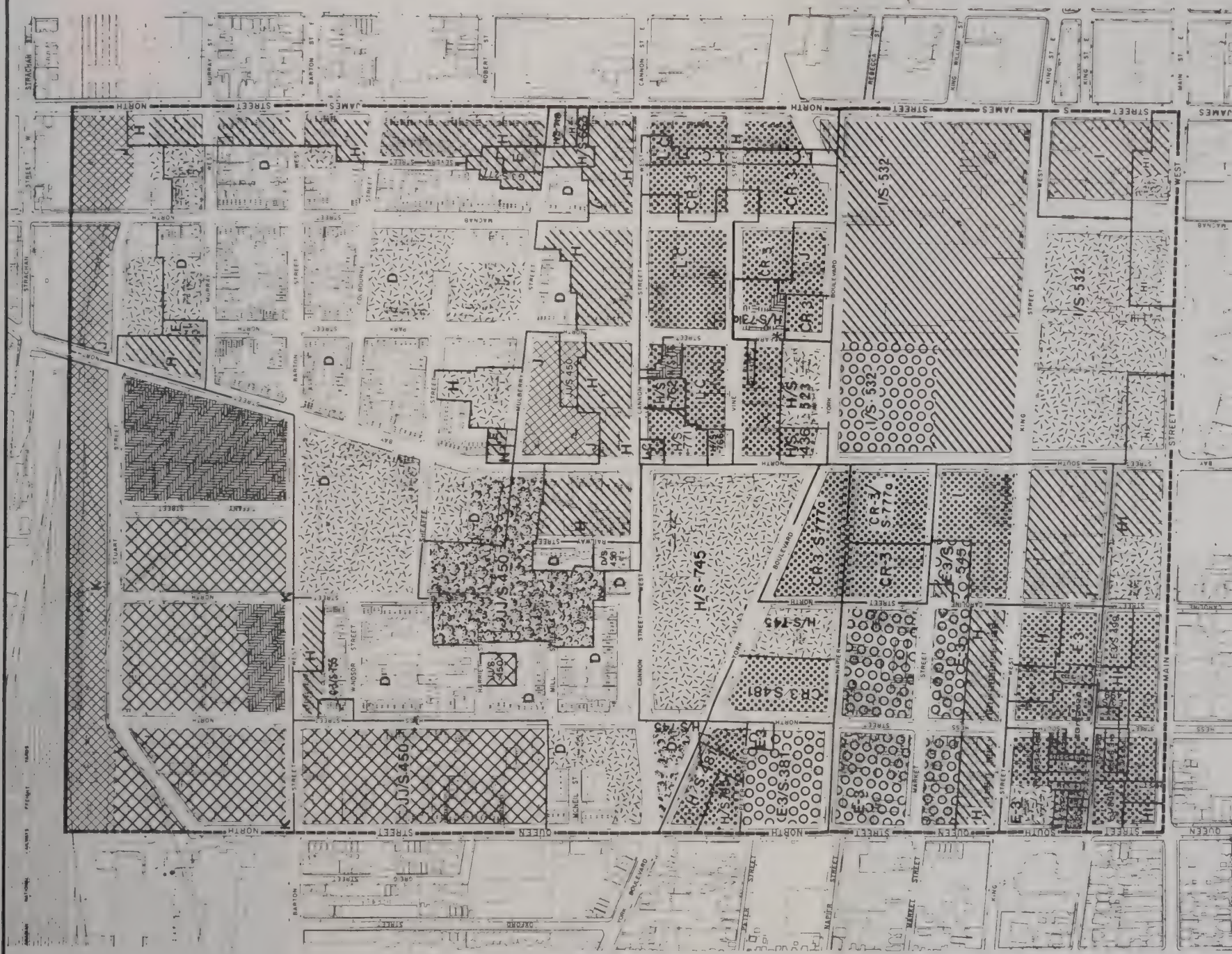
BEASLEY

MAP  
No.  
3










THIS AREA TO BE DEALT WITH  
IN A FUTURE OFFICIAL PLAN  
AMENDMENT PENDING DETERMIN-  
ATION OF JURISDICTION.


## LAND USE

### RESIDENTIAL

 single, double &  
attached housing


 high density apts.

 commercial & apts.


 **COMMERCIAL**

 **INDUSTRIAL**


 **CIVIC & INSTITUTIONAL**


 **PARK & RECREATIONAL**

 **UTILITIES**

 **COMMERCIAL & INDUSTRIAL**

 Neighbourhood Boundary

 Zoning Boundary

 Staging of Development  
Boundary

### Approvals

Planning Bd. MAR 1/73 Council JUNE 12/73

### Revisions

February 1971	MARCH 5, 1974
June 1971	JUL 12, 1974
February 1972	MARCH 1975
December 1972	JUL 12, 1975
February 1973	NOV. 1975
July 1973	

# CENTRAL NEIGHBOURHOOD APPROVED PLAN

CENTRAL AREA HAMILTON

prepared for the CITY OF HAMILTON by the  
PLANNING AND DEVELOPMENT DEPARTMENT  
of the Regional Municipality of Hamilton-Wentworth

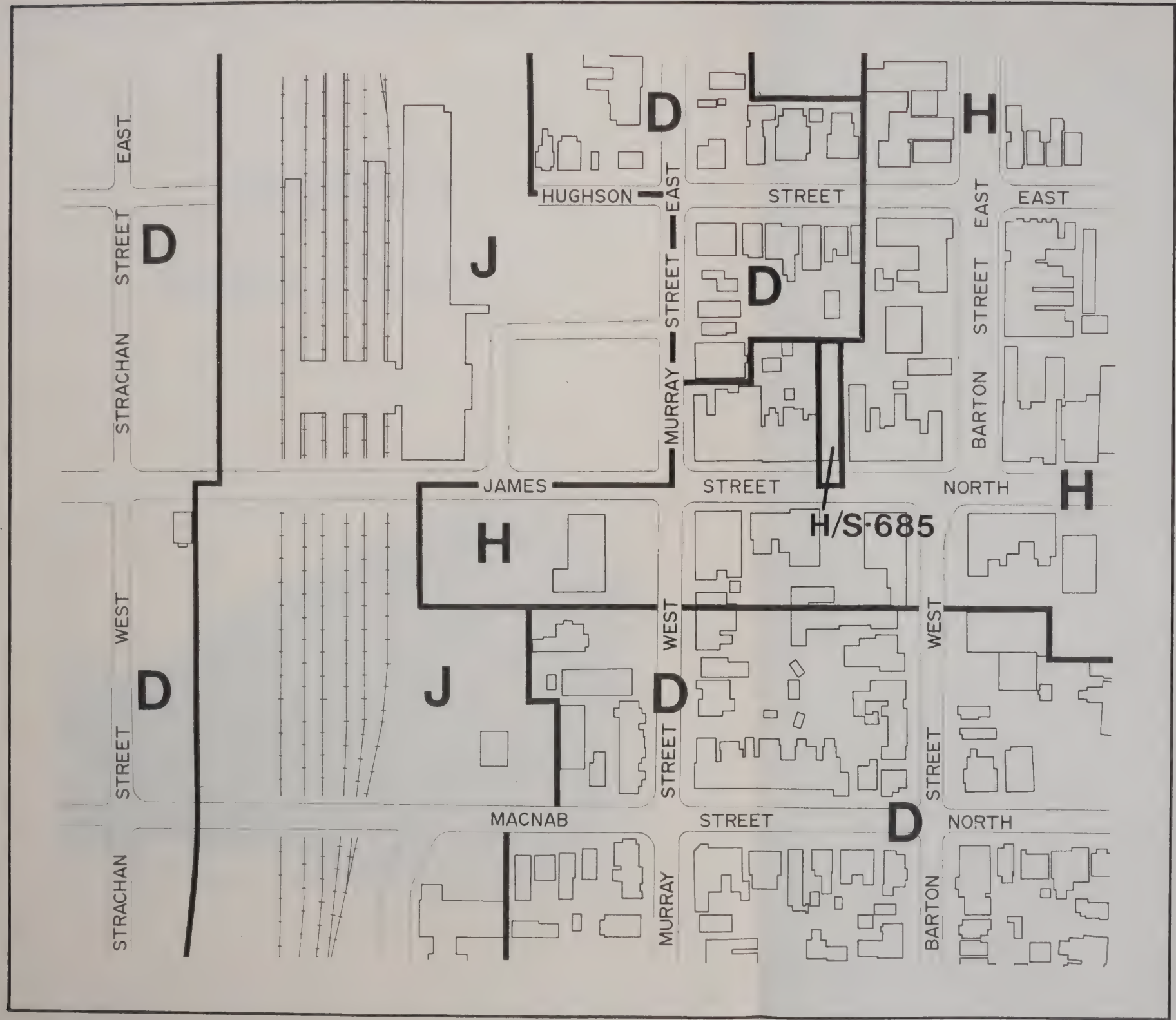


CENTRAL

MAP  
No.  
4







LEGEND

- H** COMMUNITY SHOPPING AND COMMERCIAL
- J** LIGHT AND LIMITED HEAVY INDUSTRY

SOURCE PLANNING AND DEVELOPMENT DEPARTMENT, HAMILTON - WENTWORTH REGION

CITY OF HAMILTON  
*JAMES NORTH  
HERITAGE DISTRICT  
EXTENSION*

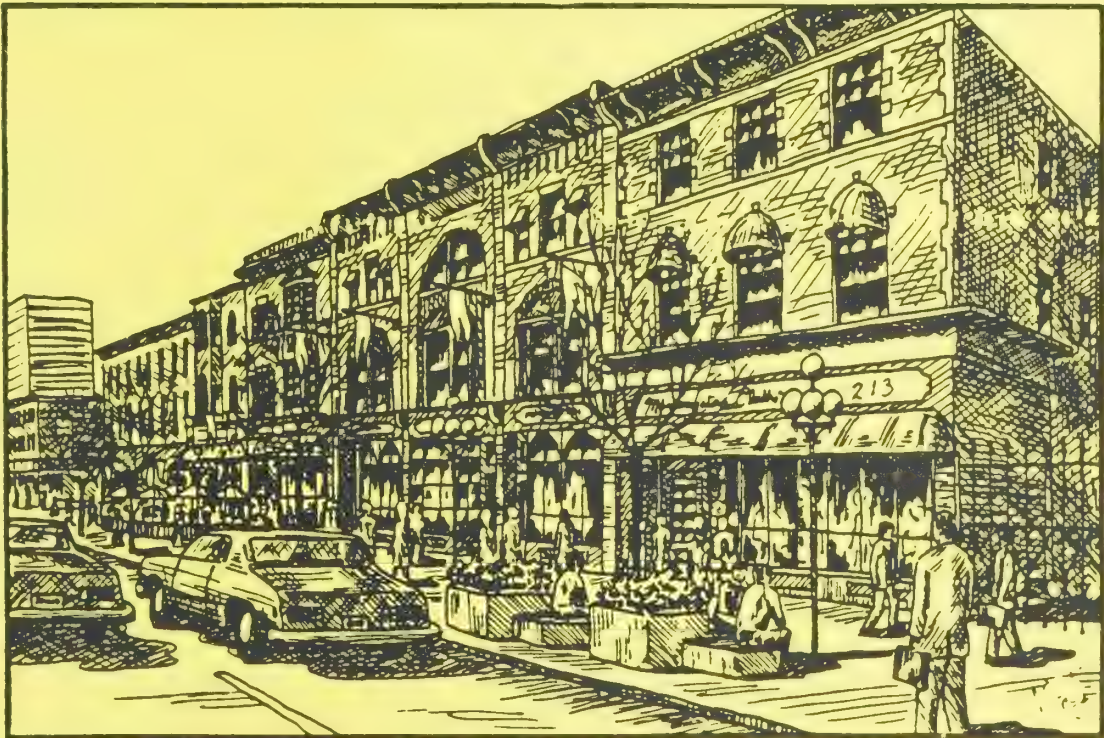
EXISTING ZONING

Scale bar and north arrow pointing towards the top right. MAP No. 5



# *SECTION 4*

## *Building Conditions*







#### 4.1 INTRODUCTION

The buildings on James North are the single most important historical and architectural resource in the district. Some of the structures date back to the 1830's. Consequently, the need to restore those dilapidated architectural remnants from the 19th and early 20th century is vital.

The Local Architectural Conservation Advisory Committee (LACAC) will be preparing a detailed architectural and historical analysis of each building in the extension area. In addition to the LACAC research, each structure was ranked according to its condition, visual contribution to historical character and degree of facade alteration.

#### 4.2 BUILDING CONDITIONS

A survey of the building conditions was completed to determine the necessary improvements required to restore the buildings to average or above average condition. However, this is not considered to be a rigorous analysis, because only the exterior facades were examined.

There are three separate categories used to determine the overall building conditions. One, the visual contribution to historical character, two, the actual building condition; and three, the degree to which the original facades have been altered.

##### 4.2.1 RANKING METHODOLOGY AND CRITERIA

All three categories are judged on an individual basis and, therefore, the scores are independent. A high/low score in one category does not ensure an equally high/low score in another.

Each category is given a maximum numerical value. The highest possible score for each of the categories is:

o	Building Conditions	30
o	Facade Alterations	16
o	Visual Contribution to historical character	15

Buildings which obtain the maximums, have excellent exterior conditions, have maintained most, or all, of their original facades and make a significant contribution to the historical character of James North.

Ranking Criteria for Building Conditions

(i) Structural Soundness

- 10 - very structurally sound - no major structural repairs needed
- 5 - fair structural condition - minor structural repairs needed (e.g., some cracks in bricks, minor sag along roof line)
- 0 - poor structural condition - major structural repairs needed (e.g., major cracks in bricks, sagging roof, failing foundation)

(ii) Maintenance of Exterior Facade (Upper and Ground Floor Ranked Separately)

- 10 - little or no external maintenance required - some minor painting
- 5 - some maintenance required (e.g., painting trim, replacement of window frames, general clean-up)
- 0 - major maintenance required (e.g., complete painting, cleaning bricks, replacement of trim and missing architectural features)

Ranking Criteria for Facade Alterations

(i) Alterations to Ground Floor Facade

- 8 - little or no change to original facade
- 4 - moderate change to original facade (e.g., aluminium siding and/or signs over original facade, new doors and windows)
- 0 - major alterations (e.g., size and shape of window openings changed, significant architectural features removed, alterations to the extent that it is not possible to determine original)

(ii) Alterations to Upper Facade

- 8 - little or no change - original facade still intact
- 4 - moderate change (e.g., aluminum siding and/or signs over original facade)
- 0 - major alterations (e.g. size and shape of window openings changed, significant architectural features removed, alterations to the extent that it is not possible to determine original)

### Ranking Criteria for Historical Contribution

#### Urban Design - Visual Contribution to Historical Theme of Block

- 15 - enhances/contributes significantly to block's character
- 10 - blends in and maintains block's character
- 0 - detracts from block's character

#### 4.2.2 FIELD DATA SHEETS

Field data sheets were used to gather the necessary information to determine building conditions. (An example of the data sheet is illustrated on the following page.) The individual scores in each category added up for a summary score. An explanation of the building conditions, facade alterations and visual contribution as they relate to the scores is illustrated below.

##### Definition of building conditions as they relate to scores:

- 30 - very structurally sound and well-maintained facades
- 25 - structurally sound (possibly minor structural problems, e.g., slight sag in roof line) and relatively well-maintained (upper or ground floor facades may not be maintained (upper or ground floor facades may not be maintained to the extent possible)
- 20 - possible minor structural problems and/or upper and/or ground floor facades not well-maintained
- 15 - structural problems (major or minor) and poor maintenance of upper and/or ground floor facades
- 10 - major or minor structural problems and very poor maintenance of upper and ground floor facades
- 5 - major structural problems and very poor maintenance of the entire facade

##### Definition of building's visual contribution to the area's historical character as they relate to scores:

- 15 - building significantly contributes to and strengthens the area's historical character
- 10 - building does not contribute significantly to the historical character, but does blend in and maintain the character
- 0 - building detracts from the historical character of the area

## DATA SHEET SAMPLE

BUILDING CONDITION RANKING  
FIELD SURVEY - DATA SHEET

BUILDING NAME OR MUNICIPAL ADDRESS(ES)	HISTORICAL CHARACTER SCORE <span style="float: right;">/15</span>
	BUILDING CONDITION SCORE <span style="float: right;">/30</span>
	FACADE ALTERATION SCORE <span style="float: right;">/16</span>

## RANKING

## HISTORICAL CHARACTER

Visual Contribution to

Historical Character      \_\_\_\_\_ 15      \_\_\_\_\_ 10      \_\_\_\_\_ 0      \_\_\_\_\_

## BUILDING CONDITION

Structural Soundness      \_\_\_\_\_ 10      \_\_\_\_\_ 5      \_\_\_\_\_ 0      \_\_\_\_\_

Maintenance of Upper Facade      \_\_\_\_\_ 10      \_\_\_\_\_ 5      \_\_\_\_\_ 0      \_\_\_\_\_

Maintenance of Ground

Floor Facade      \_\_\_\_\_ 10      \_\_\_\_\_ 5      \_\_\_\_\_ 0      \_\_\_\_\_

## FACADE ALTERATIONS

Alterations to Ground

Floor Facade      \_\_\_\_\_ 8      \_\_\_\_\_ 4      \_\_\_\_\_ 0      \_\_\_\_\_

Alterations to Upper

Facade      \_\_\_\_\_ 8      \_\_\_\_\_ 4      \_\_\_\_\_ 0      \_\_\_\_\_

---

 SKETCH/PHOTOGRAPH AND COMMENTS

---

 IMPROVEMENT MEASURES



Definition of facade alterations as they relate to scores:

- 16 - upper and ground floor facade entirely intact with little or no alterations (original facade has been maintained)
- 12 - either the upper or ground floor facade has been slightly altered (appearance of original facade is readily visible)
- 8 - both the upper and ground floor facade have been slightly altered or the upper or ground floor facade has been considerably altered to the extent that it is difficult to determine what original facade looked like
- 4 - both the upper and ground floor facades have been altered - one significantly, one moderately
- 0 - both the upper and ground floor facades have been altered significantly to a degree where it is not possible to determine the original facade

#### 4.2.3 BUILDING CONDITION ANALYSIS

A total of twenty-three buildings were surveyed in the study area. Almost 75% of the structures are considered to maintain the historical character; an equal number of buildings, either detract, or add significantly to the area.

The ranking categories were put in matrices for comparison purposes. Table 4.1 cross tabulates building conditions with historical character. A large percentage, 43.4%, are in excellent condition, yet only maintain the historical style of the street. An additional (seven out of twenty-three) or 30.4% of the buildings rate in same category for visual contribution, but are considered only to be in good to very good shape. The CNR station is the only building which is both in excellent physical condition and represents a significant visual contribution.

TABLE 4.1

BUILDING CONDITION SCORES MATRIXED  
WITH HISTORICAL CHARACTER SCORES

HISTORICAL CHARACTER SCORES	CONDITION SCORE							TOTAL
	<u>30</u>	<u>25</u>	<u>20</u>	<u>15</u>	<u>10</u>	<u>5</u>	<u>0</u>	
15	1	0	2	0	0	0	0	3
10	10	4	3	0	0	0	0	17
0	1	2	0	0	0	0	0	3
TOTAL	12	6	5	0	0	0	0	23

Table 4.2 compares how facade alterations relate to building conditions. The general conclusion that may be drawn from the Table is that over half the buildings (52.1%) have had minor facade alterations to both floors and are in relatively good condition (20-30). Many of the buildings have been partially renovated to bring them up to average, or above average condition. Most of the facade alterations included changing window frames and restoring store fronts to reflect 'modern times'.

TABLE 4.2

BUILDING CONDITION SCORES MATRIXED  
WITH FACADE ALTERATIONS

FACADE ALTERATIONS	BUILDING CONDITION							TOTAL
	<u>30</u>	<u>25</u>	<u>20</u>	<u>15</u>	<u>10</u>	<u>5</u>	<u>0</u>	
16	2	1	2	0	0	0	0	5
12	0	2	0	0	0	0	0	2
8	7	3	2	0	0	0	0	12
4	3	0	1	0	0	0	0	4
0	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
TOTAL	12	6	5	0	0	0	0	23

The final matrix, Table 4.3 cross tabulates facade alterations with historical character. There is a large concentration of buildings which maintain the historical character and have had their original facades, on both floors, altered to some degree. One building receives a zero in the historical category, yet ranks the highest in facade alteration. The building is relatively new and has not been altered in anyway since the date of construction; however, it is out of character with the other buildings in the area.

TABLE 4.3

FACADE ALTERATIONS MATRIXED WITH  
HISTORICAL CHARACTER SCORES

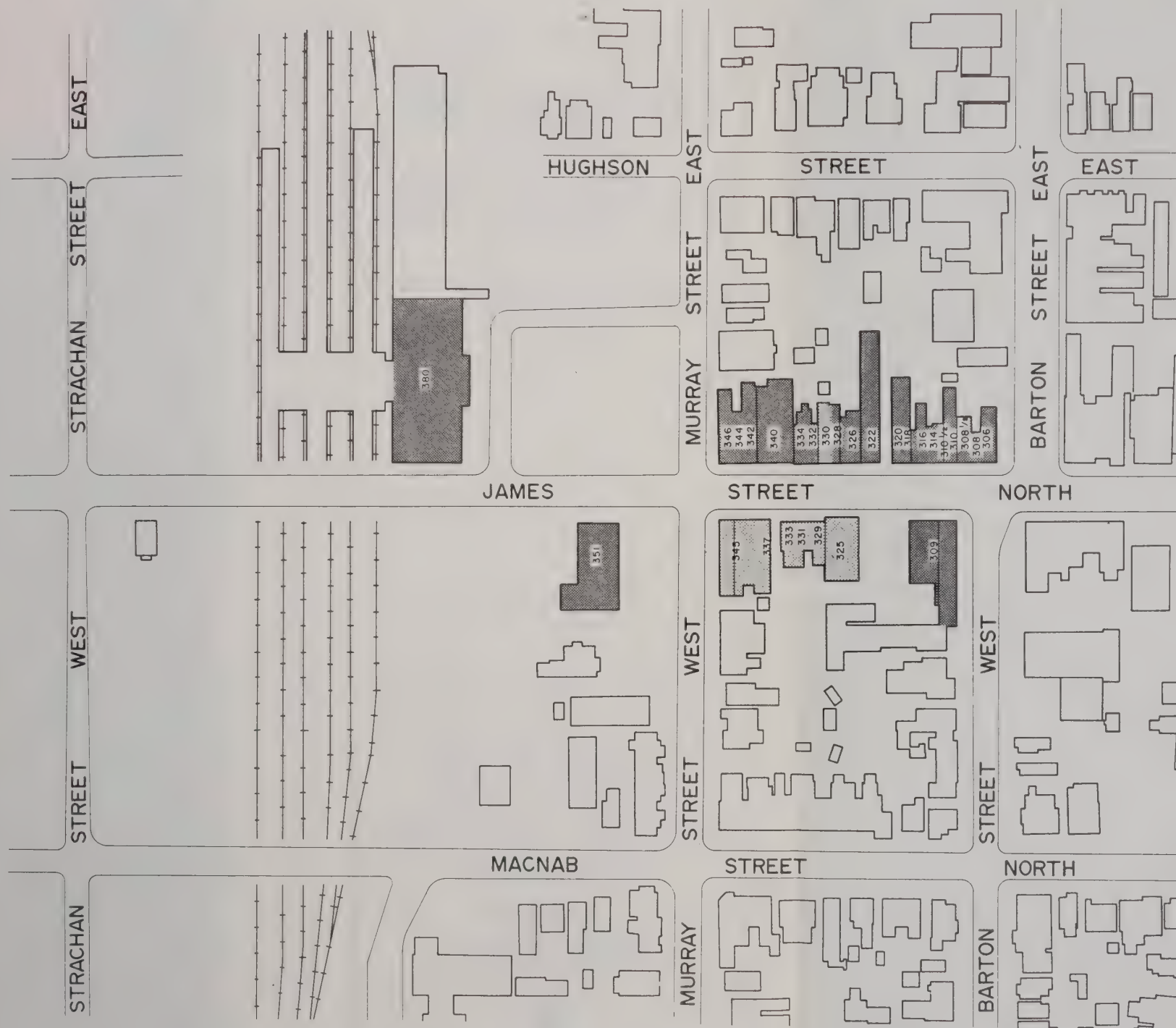
HISTORICAL CHARACTER SCORE	FACADE ALTERATIONS SCORE					TOTAL
	<u>16</u>	<u>12</u>	<u>8</u>	<u>4</u>	<u>0</u>	
15	3	0	0	0	0	3
10	1	2	10	4	0	17
0	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>3</u>
TOTAL	5	2	12	4	0	23

#### 4.3.4 SUMMARY

In comparing the three matrices, a common pattern occurs. There is a large percentage of the buildings which rate in one or two of the columns on both the vertical and horizontal axes. Such a pattern indicates that many of the structures rank the same in each category i.e., historical contribution etc. Overall, the buildings are in above average condition, in terms of both structural soundness and maintenance. The renovations to their facades have included: modernized store fronts, replacing wooden window frames with aluminium areas and removing the window hoods. Most of the buildings are the original two storey rowhouse type, but they are not considered to contribute significantly to the historical character because many of the architectural features have been removed.







## LEGEND

- VERY GOOD - EXCELLENT  
CONDITION (25-30 SCORE)
- FAIR - GOOD CONDITION  
(15-20 SCORE)

SOURCE FIELD SURVEY

# CITY OF HAMILTON JAMES NORTH HERITAGE DISTRICT EXTENSION BUILDING CONDITIONS



MAP No. 6





## LEGEND



MINOR (PRIMARILY GROUND FLOOR) OR NO FACADE ALTERATIONS  
(12 to 16 SCORE)



MAJOR (GROUND FLOOR) OR MINOR (GROUND FLOOR & UPPER) FACADE ALTERATIONS  
(8 SCORE)



MAJOR (GROUND FLOOR & UPPER) FACADE ALTERATIONS  
(0 to 4 SCORE)

SOURCE FIELD SURVEY

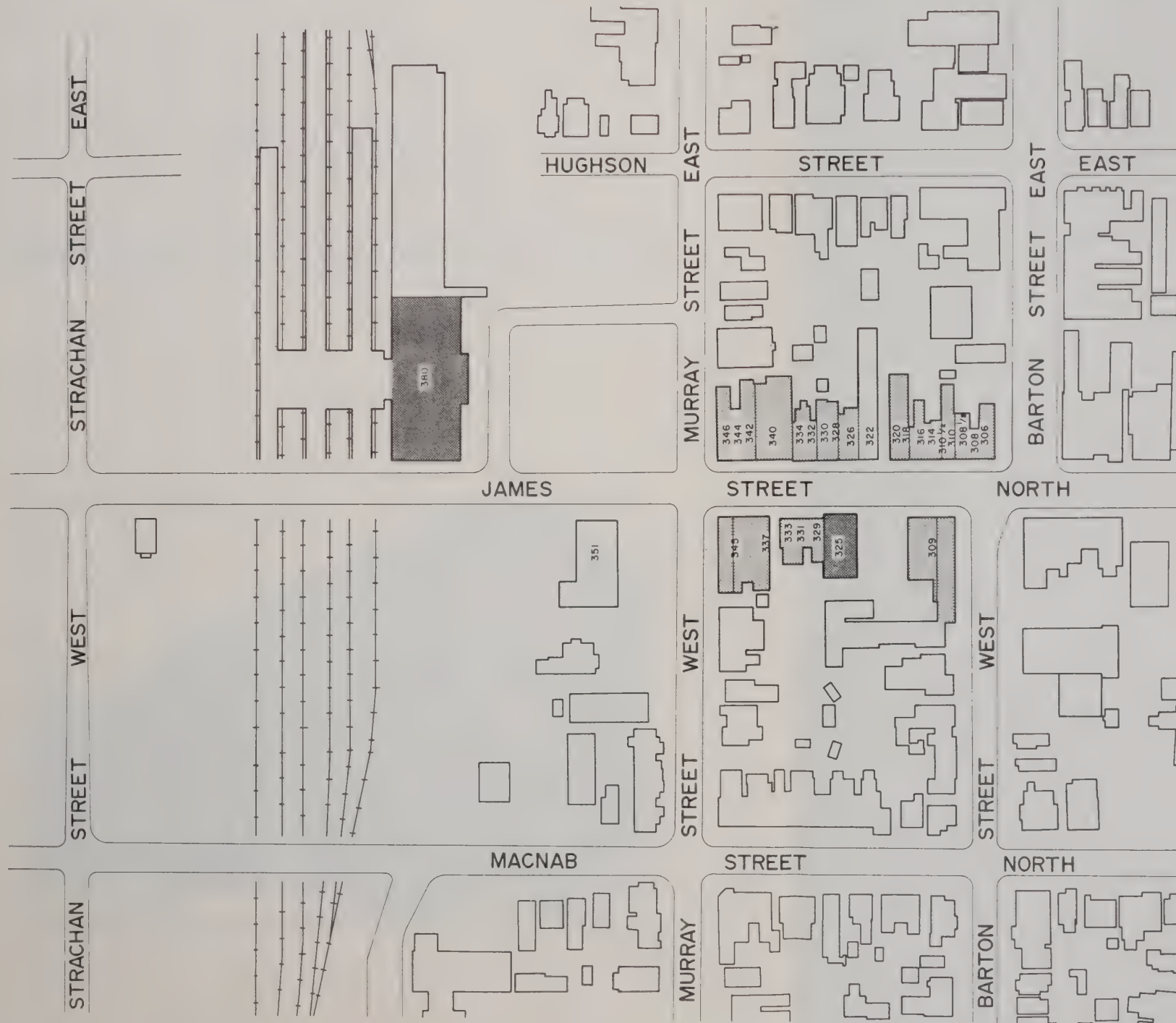
CITY OF HAMILTON  
*JAMES NORTH*  
*HERITAGE DISTRICT*  
*EXTENSION*  
**FACADE**  
**ALTERATIONS**






MAP No. 7







## LEGEND

-  CONTRIBUTES SIGNIFICANTLY (15 SCORE)
-  MAINTAINS CHARACTER (10 SCORE)
-  DETRACTS FROM CHARACTER (0 SCORE)

SOURCE FIELD SURVEY

CITY OF HAMILTON  
*JAMES NORTH*  
*HERITAGE DISTRICT*  
*EXTENSION*  
 VISUAL CONTRIBUTIONS  
 TO HISTORICAL  
 CHARACTER

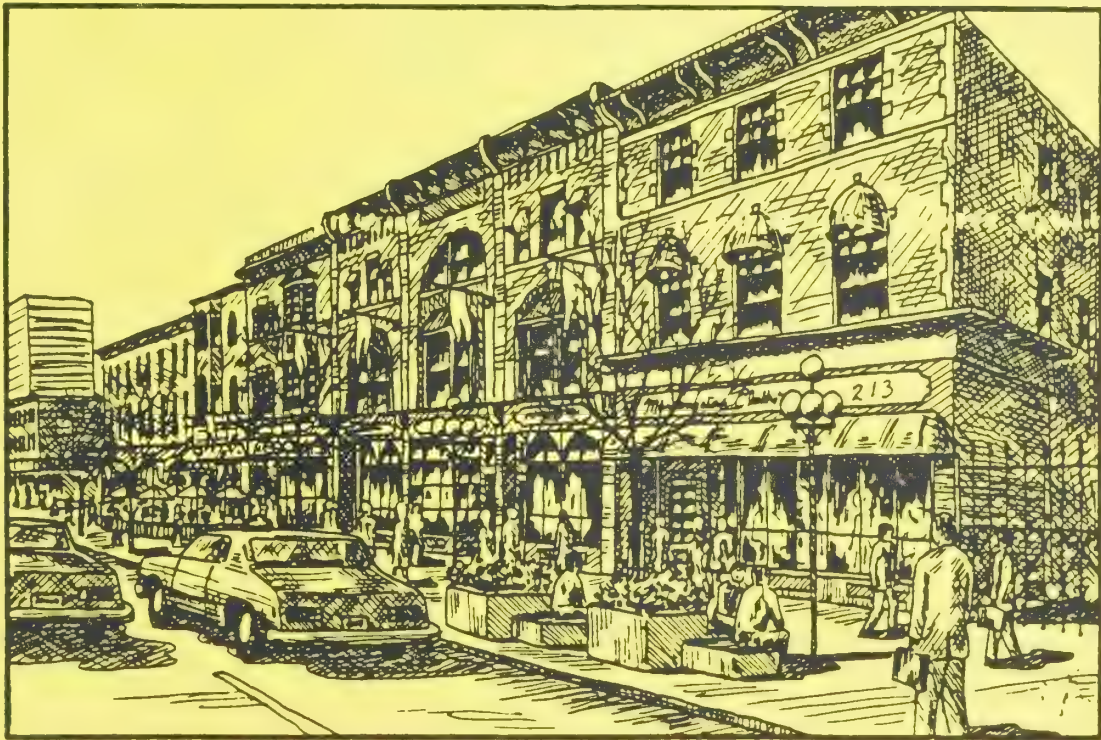


MAP No. 8



# *SECTION 5*

## *Land Uses, Characteristics & Trends*







## 5.1 INTRODUCTION

James Street North contains a variety of land uses; residential and commercial are the most predominant ones. (See Map #9) A detailed analysis of the residential and commercial uses was undertaken to determine the trends and ownership characteristics which are so important to the clear understanding of James North. Although open space, communication services and parking are minor land uses, they none the less, play an important role in determining the quality and character of the street.

## 5.2 COMMERCIAL LAND USE INVENTORY

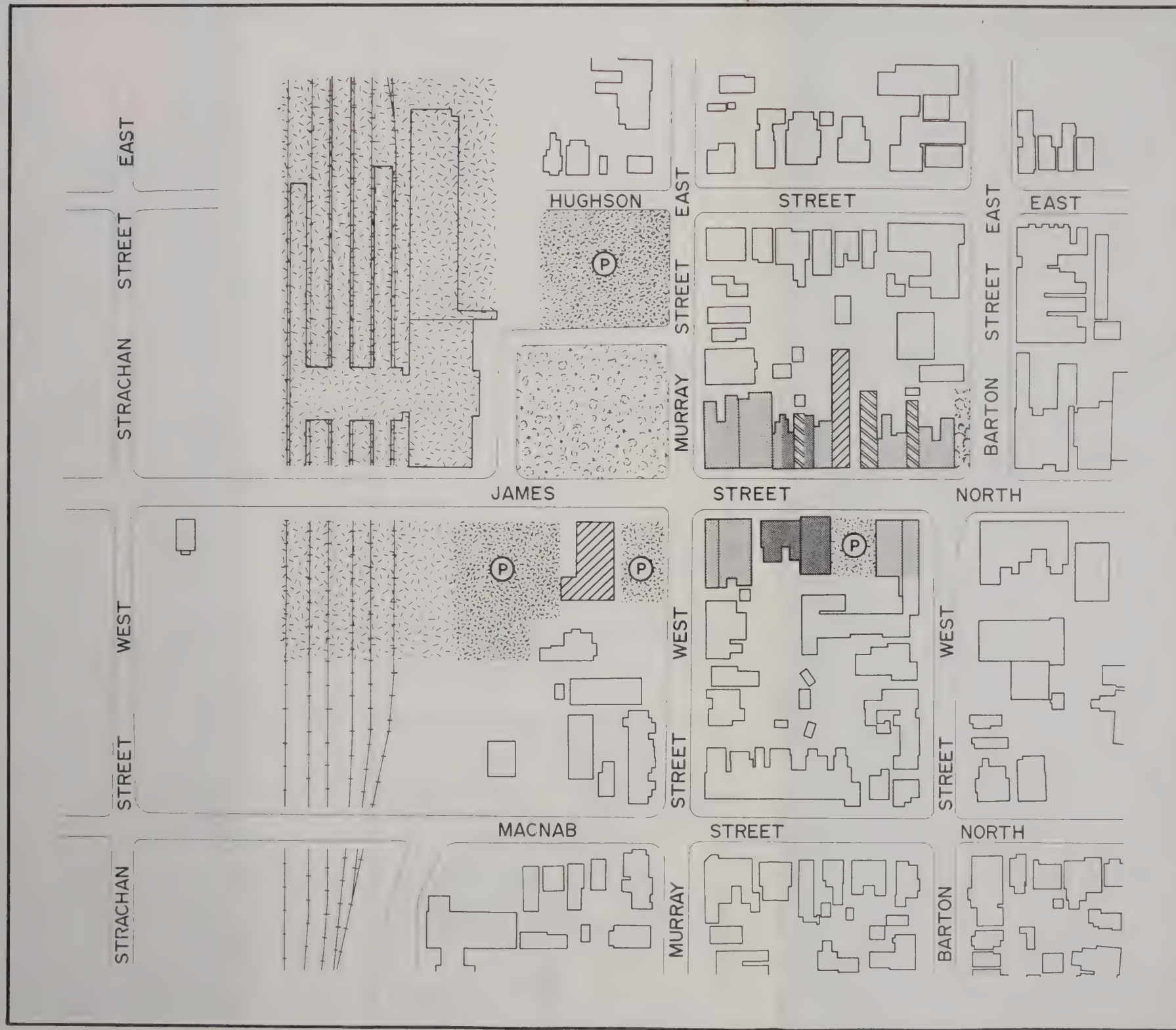
Despite the small size of the study area, there is a wide variety of commercial establishments and only a few vacancies. Each store occupies a relatively small percentage of the total square footage of commercial space.

### 5.2.1 COMMERCIAL USES AND SQUARE FOOTAGES

Restaurants and taverns represent the largest commercial use, both in percentage (22.3%), and number (4) within the study area. Furthermore, this commercial use dominates the west side of James Street, since all the establishments are in the 600 category. General merchandise ranks second with 18% of the total. There are no hardware, and appliance stores, recreation/leisure uses, or finance, insurance, real estate and general business offices within the boundaries of the study area.

Restaurants and taverns also occupy the most commercial floor space (30.9%). Specialty stores rank second with only 12.9% of the total commercial square footage. Professional services has the lowest amount of floor space - 4.6%. Vacancies rank a close second with 4.8%. A detailed breakdown of these land uses and square footage is illustrated in Table 5.1.





# LEGEND

- COMMERCIAL BUILDINGS
- COMMERCIAL BUILDINGS WITH VACANT UPPER FLOORS
- RESIDENTIAL BUILDINGS
- COMMERCIAL & RESIDENTIAL BUILDINGS
- COMMUNICATION SERVICES
- PUBLIC GREEN SPACES (PARKETTES)
- PRIVATE GREEN SPACES
- PRIVATE PARKING LOTS

SOURCE 1984 ASSESSMENT DATA, FIELD SURVEY, DOWNTOWN COMMERCIAL MONITORING STUDY

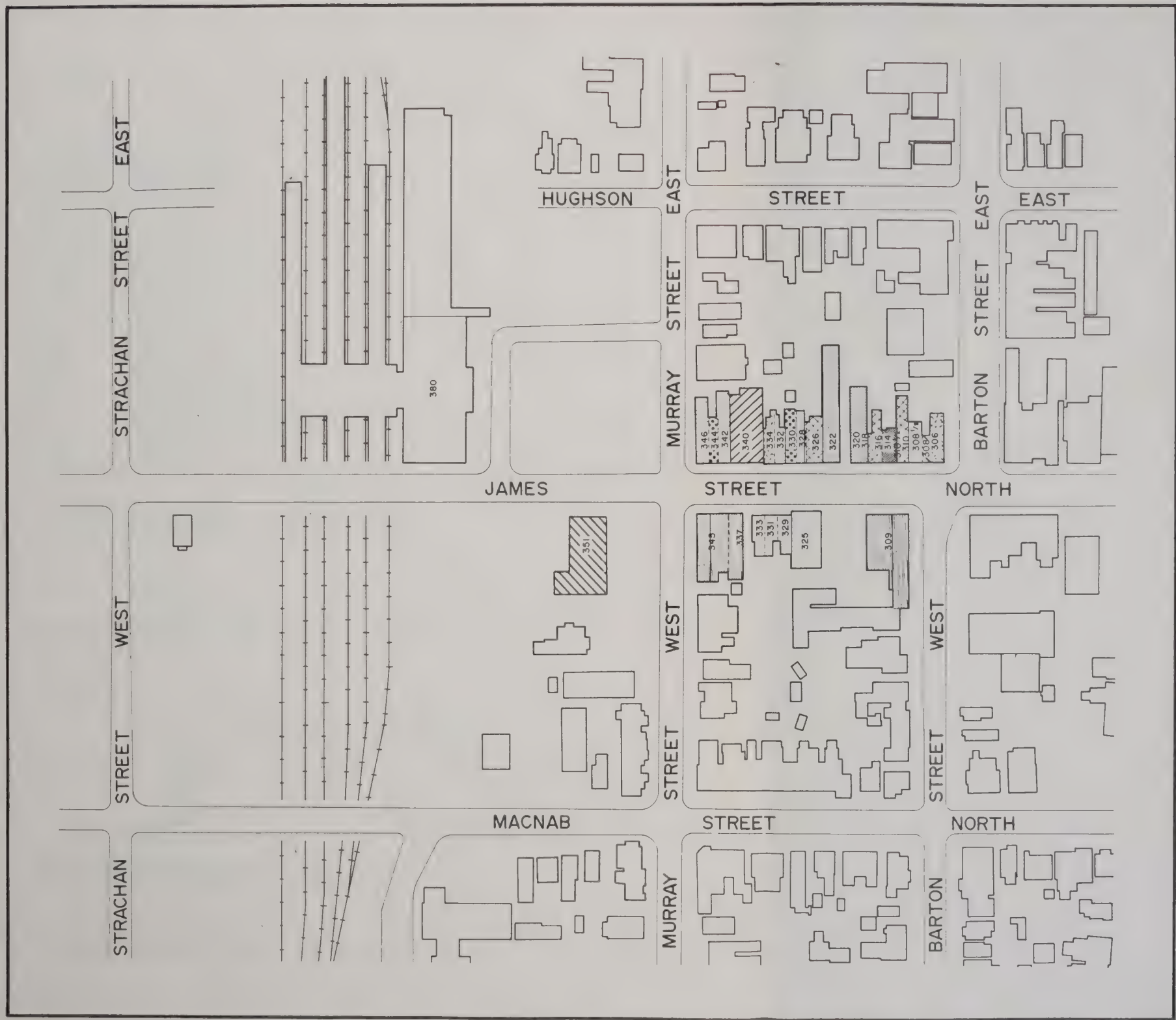
## CITY OF HAMILTON JAMES NORTH HERITAGE DISTRICT EXTENSION GENERALIZED LAND USE



MAP No. 9







# LEGEND

- FOOD STORES - 0100
- GENERAL MERCHANDISE - 0200
- SPECIALTY STORES - 0300
- CLOTHING & SHOE STORES - 0400
- RESTAURANT & TAVERNS - 0600
- PERSONAL SERVICES - 0800
- PROFESSIONAL SERVICES - 1000
- MISCELLANEOUS COMMERCIAL 1300
- VACANT COMMERCIAL - 1400

SOURCE 1984 ASSESSMENT DATA, DOWNTOWN COMMERCIAL MONITORING STUDY, FIELD SURVEY.

CITY OF HAMILTON  
*JAMES NORTH*  
*HERITAGE DISTRICT*  
*EXTENSION*  
 GROUND FLOOR  
 COMMERCIAL USES  
 (SERIES CODES)



MAP No. 10



TABLE 5.1

COMMERCIAL USES AND SQUARE FOOTAGE

COMMERCIAL USE CATEGORY

SERIES #	TYPE OF COMMERCIAL	# EST.	%	SQ. FT.	% SQ. FT.
0100	Food Stores	1	5.5	3,646	10.4
0200	General Merchandise	2	11.1	6,333	18.0
0300	Specialty Stores	3	16.8	4,403	12.4
0400	Clothing & Shoe Stores	1	5.5	1,974	5.5
0500	Hardware, Household Furniture & Appliance	0	0.0	0	0.0
0600	Restaurants & Taverns	4	22.3	10,830	30.9
0800	Personal Services	2	11.1	2,731	7.8
0900	Recreation and Leisure	0	0.0	0	0.0
1000	Professional Services	1	5.5	1,645	4.6
1100	Finance, Insurance Real Estate & General Business Offices/Services	0	0.0	0	0.0
1300	Miscellaneous Commercial	2	11.1	1,980	5.6
1400	Vacant Commercial	2	11.1	1,688	4.8
TOTAL		18	100.0	34,713	100.0

SOURCES: 1984 Assessment Date, Field Survey  
Downtown Commercial Monitoring Study

5.2.2 VACANCY RATE

The vacancy rate increased to 11.1% in 1982 from 0% in 1979, but remained steady at the 1982 level in 1984.

TABLE 5.2

VACANCIES AND VACANCY RATES

YEAR	VACANT UNITS	*VACANCY RATE (%)
1984	2	11.1
1982	2	11.1
1979	0	0.0

SOURCE: 1984 Assessment data, Field Survey  
Downtown Commercial Monitoring Study

---

\*Vacancy rate based on total of 18 commercial units

### 5.2.3 TURNOVERS, TURNOVER RATES AND CHANGE IN USE

The turnover rate increased to 16.8% from 1979 to 1984. However, there was a 50% drop in the vacancies created from 1979 to 1984 and a 5.6% increase in the vacancies filled over the same period.

TABLE 5.3

#### TURNOVERS AND CHANGES IN USE

CHANGE IN USE	1982-84		1979-82	
	T.O.	RATE %	T.O.	RATE %
Vacancies created	1	5.6	2	11.1
Vacancies filled	1	5.6	0	0.0
Owner/tenant use change	<u>1</u>	<u>5.6</u>	<u>0</u>	<u>10.0</u>
TOTAL	3	16.8	2	11.1

SOURCES: 1984, 1982, 1979 Assessment Data  
Downtown Commercial Monitoring Study

TABLE 5.4

#### PERCENTAGE BREAKDOWN IN TURNOVERS 1982-84 and 1979-82

CATEGORIES	1982-84 Turnover = 3	1979-82 Turnover = 3
Vacancies created	33.3%	100.0%
Vacancies filled	33.3%	0.0%
Owner/Tenant use changes	<u>33.3%</u>	<u>0.0%</u>
TOTAL	99.9%	100.0%

SOURCE: 1984, 1982, 1979 Assessment Data

### 5.2.4 MERCHANT ETHNICITY AND BUSINESS LANGUAGE

Although 53.3% of the merchants are Canadian, only 26.7% consider English to be the principle business language. The majority of the businessmen use English and Italian equally with their customers.



TABLE 5.5

MERCHANT ETHNICITY/BUSINESS LANGUAGE

ETHNICITY & LANGUAGE	MERCHANT ETHNICITY	BUSINESS LANGUAGE
Canadian (English)	53.3%	26.7%
Portuguese	6.3%	0.0%
Italian	34.1%	10.0%
Canadian (English/Italian)	0.0%	60.0%
Other*	6.3%	3.3%
TOTAL	100.0%	100.0%

\*Vietnamese

5.2.5 OWNER/TENANT COMMERCIAL OCCUPANTS

Owner occupiers are more numerous than tenant occupiers, representing 62.5% of the total number of commercial occupants.

TABLE 5.6

OWNER/TENANT COMMERCIAL OCCUPANTS

OCCUPANT CHARACTERISTIC	NO. OF OCCUPANT UNITS	% OF OCCUPANT UNITS
Owner	10	62.5
Tenant	6	37.5
TOTAL	16	100.0

5.2.6 NUMBER OF FULLTIME EMPLOYEES

Fifteen establishments employ approximately 39 people which is an average of 2.6 employees per establishment. This can be attributed to a few establishments employing a relatively large number of people.

TABLE 5.7




NUMBER OF FULLTIME EMPLOYEES

# OF COMMERCIAL ESTABLISHMENTS	# OF EMPLOYEES	AVERAGE PER ESTABLISHMENT
15	39	2.6





## LEGEND

-  1982 - 1984 TURNOVER
-  1979 - 1981 TURNOVER
-  1979 - 1982 & 1982 - 1984 TURNOVER

SOURCE 1979, 1981, 1984 ASSESSMENT DATA

## CITY OF HAMILTON JAMES NORTH HERITAGE DISTRICT EXTENSION

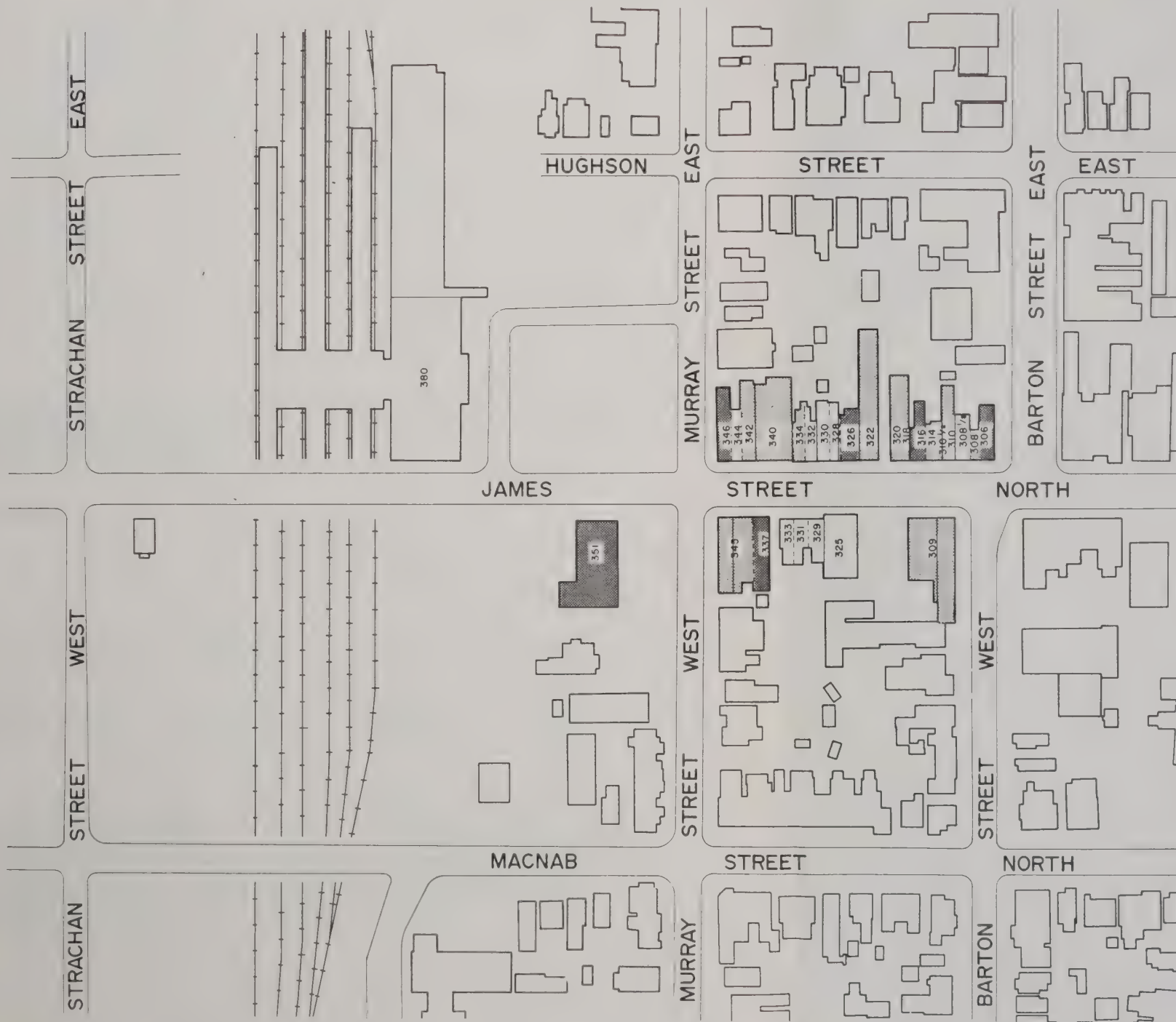
### GROUND FLOOR COMMERCIAL TURNOVERS



MAP No.11







# LEGEND

- OWNER OCCUPIED
- TENANT OCCUPIED
- VACANT

SOURCE 1984 ASSESSMENT DATA, FIELD SURVEY.

CITY OF HAMILTON  
*JAMES NORTH*  
*HERITAGE DISTRICT*  
*EXTENSION*  
 GROUND FLOOR  
 COMMERCIAL OWNER /  
 TENANT OCCUPANCY



MAP No.12



5.2.7 COMMERCIAL LAND USE TRENDS (Comparison with the Southern portion of James Street)

I. COMMERCIAL USES AND SQUARE FOOTAGE

TABLE 5.8

COMPARISON OF COMMERCIAL USES

AREA	RANK		
	FIRST	SECOND	THIRD
North of Barton	Restaurants & Taverns (22.3%)	Specialty (16.8%)	General, Personal Vacant Miscellaneous (11.1%)
South of Barton	Vacant (30.2%)	Specialty Personal (13.8%)	Clothing Shoe (7.5%)

When comparing the two areas, it is interesting to note that: a relatively large proportion of the uses is occupied by one, type (i.e. vacant (30.2%)) and restaurants and taverns (22.3%) and two, specialty stores rank second in both areas.

TABLE 5.9

COMPARISON OF SQUARE FOOTAGE

AREA	RANK		
	FIRST	SECOND	THIRD
North of Barton	Restaurants & Taverns (30.9%)	General Merchandise (18.0%)	Specialty Stores (12.4%)
South of Barton	General Merchandise (41.0%)	Hardware Household, etc. (11.5%)	Finance, Insurance etc. (11.1%)

In the area north of Barton, the uses which dominate the number of commercial establishments, also occupy the most square footage. However, on the southern portion of James Street, those uses which rank among the top three in number of establishments, do not rank in the top three for square footage. It is obvious, therefore, that south of Barton, establishments with a large square footage, are small in number and the large number of establishments, are small in size.

## II. VACANCIES AND VACANCY RATE

The vacancy rate in the study area for the 1979 to 1984 period is substantially lower than the southern portion of James Street North. From 1979 to 1982, the vacancy rate jumped from 0 to 11.1% and remained stable at that rate in 1984. Conversely, the area south of Barton, has had a fluctuating vacancy rate over the five year period: 27.8%, 26.6% and 30% respectively.

## III. TURNOVERS

North of Barton has had a steady turnover rate of 16.8%, compared to the other area where vacancies increased by 11% in a five year period. This increase can be attributed to the large number of owner/tenant use changes. However, in the study area, these changes remain stable from 1979 to 1984.

## IV. MERCHANT ETHNICITY AND BUSINESS LANGUAGES

A numerical comparison between the two areas is difficult because the merchants in the study area consider both Italian and English to be their business languages, not one or the other. South of Barton, the merchants consider English to be their principle language of use, Portuguese ranks second and Italian is third.

## V. OWNER/TENANT COMMERCIAL OCCUPANTS

Owner occupied commercial units represent 60% of the total in the study area, whereas only 34.4% own their premises south of Barton.

## VI. NUMBER OF FULLTIME EMPLOYEES

As previously indicated, approximately 2.6 employees work in each establishment (on the northern portion of James Street), compared to the 1.9 employees per business south of Barton. In one sense, the average number of employees is misleading, because there are a few businesses with four or more, while other businesses, have only one, or two.

## 5.3 RESIDENTIAL LAND USE INVENTORY

The upper floors of most commercial establishments are used for residential purposes. The dwelling units range from a room, to a three bedroom house. In addition to the privately owned/rented units is a men's hostel, the Harbour Rescue Mission.

The residential inventory is divided into east and west blocks (refer to Map #14). Although the Mission is designated for residential purposes, it will be treated separately, because it is not assessed as having dwelling units\*.



The trends and characteristics are documented in the following tables. Table 5.10 represents the base data for the two blocks.

\*Definition: Dwelling unit shall include ... separate living quarters within a building ... which has a kitchen, or an alcove, or space not enclosed on all sides by walls intended or used for culinary purposes ... and has sanitary and sleeping accommodation (By-law 6593).

# RESIDENTIAL LAND USE INVENTORY

TABLE 5.10

## RESIDENTIAL INVENTORY BASE DATA BY BLOCK - REFER TO MAP #13

1984					Turnovers 1982-84		
Block	No. of Units	Tenant Occupied	Owner Occupied	Vacant	Occupied to Vacant	Vacant to Occupied	Tenant Change
East	20	6	10	4	1	1	2
West	4	4	0	0	0	0	1
TOTAL	24	10	10	4	1	1	3

SOURCE: Field Survey, 1984 Assessment Data, 1982 Voters List, Downtown Commercial Monitoring Study

The west side of James Street only has tenant occupied units which is in contract to the east side where owner occupied units prevail.

## 5.3.1 VACANCIES AND VACANCY RATES

The vacancy rate has remained constant from 1982 to 1984 at 16.7%. This rate is substantially lower than the southern portion of James Street North where the average vacancy rate is 36%.

TABLE 5.11

## VACANCIES & VACANCY RATES 1982-1984 (TOTAL NUMBER OF RESIDENTIAL UNITS - 24)

YEAR	NO. OF VACANT UNITS	VACANCY RATE
1984	4	16.7%
1982	4	16.7%

SOURCES: 1984 Assessment Data, Downtown Commercial Monitoring Study





# LEGEND

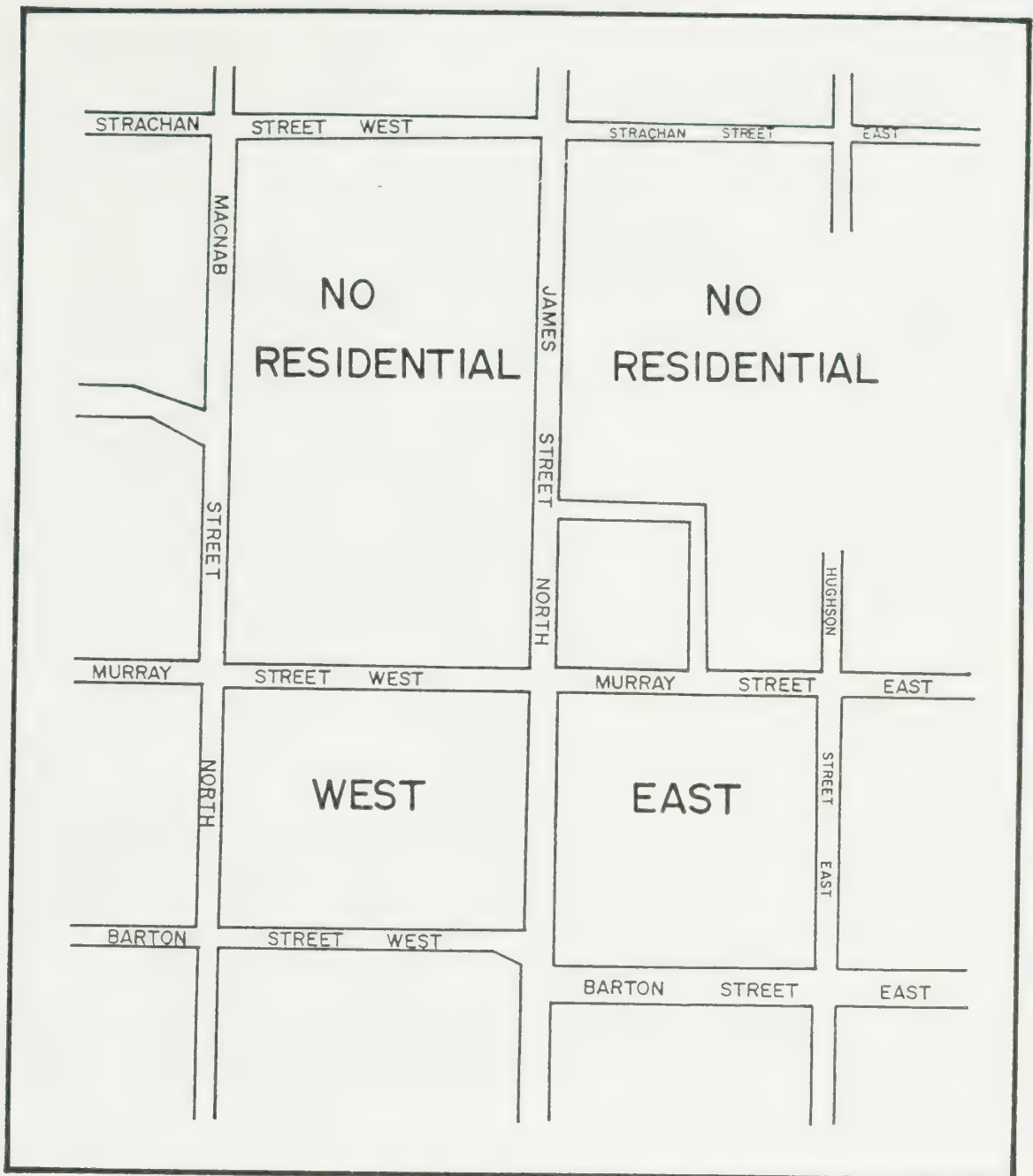
- 1 UNIT
- 2 - 4 UNITS
- OWNER - RESIDENTIAL OCCUPANT
- OWNER - RESIDENTIAL - COMMERCIAL OCCUPANT
- TENANT OCCUPIED

SOURCE ASSESSMENT DATA, FIELD SURVEY

## CITY OF HAMILTON *JAMES NORTH* *HERITAGE DISTRICT* *EXTENSION* RESIDENTIAL LAND USE INVENTORY

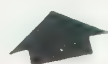






CITY OF HAMILTON  
*JAMES NORTH  
HERITAGE DISTRICT  
EXTENSION*

RESIDENTIAL LAND USE  
BLOCK No. REFERENCES



MAP No. 14



### 5.3.2 TURNOVERS

The turnover rate is fairly low - 20.9%. Over half the turnover rate can be attributed to the tenant/occupant change.

TABLE 5.12

#### TURNOVERS & TURNOVER CHARACTERISTICS

TURNOVER CHARACTERISTICS	NO. OF UNITS	1982-84 % OF TURNOVERS	TURNOVER RATE (%)
Vacancies created	1	20	4.2
Vacancies filled	1	20	4.2
Tenant changes*	<u>3</u>	<u>60</u>	<u>12.5</u>
TOTAL	5	100	20.9

SOURCES: 1984 Assessment Data, Field Survey, Downtown Commercial Monitoring Study

### 5.3.3 OCCUPANT CHARACTERISTICS

Almost 84% of the 24 units are occupied.

---

\*Two of the properties are assessed as having one unit. However, there may be additional rooms rented out, but they are not recorded in the assessment data as they are not defined as units. (For definitions see Section 6.). Therefore, the tenant/owner ration and the tenant changes may be higher than indicated in the text.

There is an even split in the number of renters and owners for the area as a whole. As previously mentioned, the east side is predominantly owner/occupied and visa versa for the west side.

TABLE 5.13

#### 1984 OCCUPANT CHARACTERISTICS

CHARACTERISTICS	NO. OF UNITS	% OF OCCUPIED UNITS	OCCUPANCY RATE (%)
Owner	10	10	41.7
Tenant	<u>10</u>	<u>10</u>	<u>41.7</u>
TOTAL	20	100	83.4

SOURCES: 1984 Assessment Data, Field Survey, Downtown Commercial Monitoring Study

#### 5.3.4 RESIDENTIAL LAND USE TRENDS (Comparison with the Southern portion of James North)

The analysis of the residential land use by block and as whole gives a general overview of the trends in the study area. The exclusion of rented rooms in the assessment rolls has skewed certain portions of the data.

In general, there are more owner occupied units (65%) in the study than in the southern portion of James North (13.5%). The vacancy rate is almost 20% lower. This can be attributed to the large number of owners who live above their stores. It is difficult to compare the turnover rates in the two areas because the tenant changes do not, necessarily reflect the actual trend. Since the additional rooms have been excluded from the analysis.

#### 5.4 OTHER RESIDENTIAL LAND USE

The Harbour Rescue Mission is a men's youth hostel. It dominates the west block. (See Map #15.) The Mission owns one structure and rents two others, which gives it the capacity to house 65 men. The primary function of the Hostel is to house and feed men who have little or no income. The length of stay for an individual ranges from a few days to long term tenancy, depending on the type of program they are enrolled in. The City's care program allows transients to use the Mission as a temporary stopover for a maximum of ten days. Men with serious drinking, or drug problems can attend the rehabilitation program, which could last from 90 days to one year. The Mission also has a few disabled men, usually senior citizens, who live there on a permanent basis. The Hostel also has a Drop-in Centre where men can come for a meal, or merely to socialize with other people.

#### 5.5 COMMUNICATION SERVICES

The CNR Canadian National Railway Station is designated under the land use category of Communications Services. The station is a depot for both people and freight.

Passenger service is fairly limited. GO transit operates trains only during rush hour - two trains leave Hamilton in the morning and there are two returning in the evening. There is no week-end service. Via Rail has only two destination points - Toronto and Niagara Falls. There are three trains daily (morning, afternoon and night) to and from each City.

The bulk of CN's business is freight. The large industrial base in Hamilton makes it viable for CN to serve more cities than the passenger service it offers.

#### 5.6 OTHER USES

The other land uses, in the area bounded by Barton and the CNR tracks, include parking, open space and a parkette. There are no institutional uses within the study area.



#### 5.6.1 PARKING

There are four independently owned parking lots (refer to Map #18) in the area. They only serve a small number of people because their use is limited to people who frequent the Brewer's retail, the International Tavern, the Mission and those people who work for CN and travel by train.

#### 5.6.2 OPEN SPACE

The large lawn in front of the train station is privately owned by the Canadian National Railways. Although it is well kept, it is not landscaped and lacks pedestrian amenities (benches, garbage receptacles, etc.) or small recreational facilities which would attract people to the space. However, it does enhance the area by acting as a visual relief to the build environment.

#### 5.6.3 PARKETTE

The public parkette, located at the north-east corner of Barton and James, is also well maintained, but like the open space, it requires pedestrian amenities to make it a fashionable public open space.

#### 5.6.4 CONFLICTING LAND USES

The several land uses within the area are compatible from a planning point of view. However, there are social conflicts which tend to detract from the amiable character of the area. The major conflict is the Mission and the taverns located at either end of the west block. Many residents and business people feel that the unfortunates and drunks who loiter on the street give the area a negative image.

#### 5.7 OWNERSHIP, OWNERSHIP CHARACTERISTICS & OWNERSHIP TURNOVERS

The study area contains several different types of property owners. They range from individual people to commercial corporations. The Canadian National Railway owns a large piece of land on East Block 2 (refer to Map 15) and a small parcel on West Block 2. Other than CN's consolidation, there are no proprietors who have large building concentrations.

##### 5.7.1 JAMES STREET NORTH

James Street between Barton and the CNR tracks contains 27 assessed properties of which proprietors own more than one property. The 1981 assessment data reveals that the following people own more than one property (refer to Map #16).

o	322, 326 James North	Brandino
o	329, 331, 333 James North	Harron
o	340, 342, 346 James North	Corsini
o	341, 345 James North	Savoy Hotel

The following tables illustrate the types of owners, the ownership characteristics, and the turnovers. The area has been examined on a block by block basis for comparative purposes. Table 5.14 is a compilation of the ownership characteristics.

TABLE 5.14

1984 PROPERTY OWNERSHIP CHARACTERISTICS  
BASE DATE SUMMARY  
REFER TO MAP #16

Block	COM	C-O	R-O	C-R	AB-1	AB-2	MG	FG	Total	OCH
West 1	0	2	1	1	0	2	0	0	5	-
West 2	2	0	0	0	0	0	0	1	3	-
East 1	0	2	5	5	2	2	1	0	17	1
East 2	0	0	0	0	0	0	0	2	2	-
Total	2	4	6	6	2	4	1	3	27	1

Definitions of Abbreviations

COM	Commercial Corporations (Chains)
C-O	Owner - Commercial occupant
R-O	Owner - Residential occupant
C-R	Owner - Commercial and Residential occupant
AB-1	Owner - Occupant elsewhere on James Street North
AB-2	Absentee owner (buildings)
MG	Municipal Government - owner
FG	Federal Government - owner
OCH	Owner turnover

SOURCES: Field Survey, 1981, 1984 Assessment Data

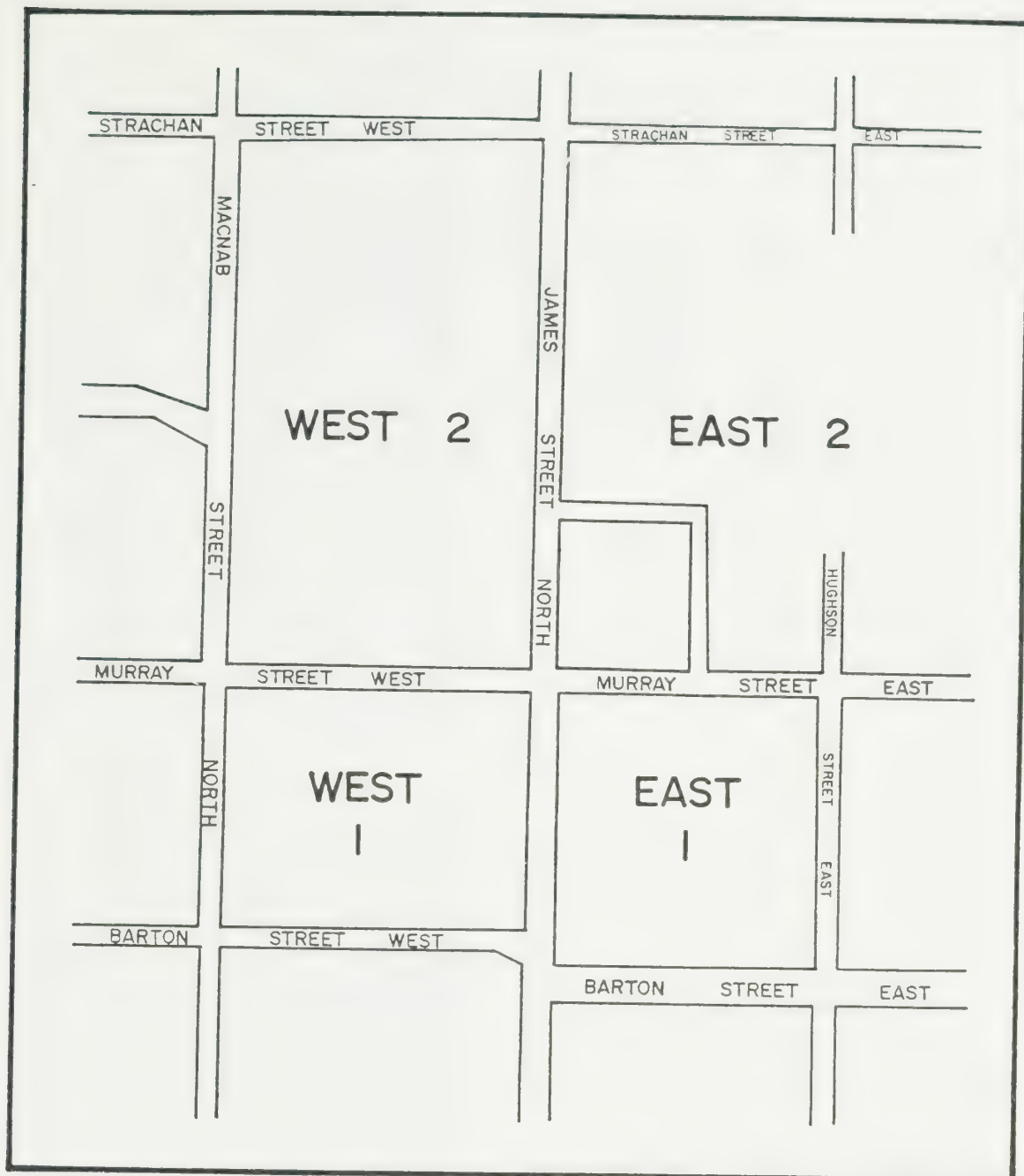
TABLE 5.15

OWNER CHARACTERISTIC BREAKDOWN  
BASE DATE SUMMARY

	COM	C-O	R-O	C-R	AB-1	AB-2	MG	FG	Total
Number of owners	2	4	6	6	2	4	1	3	28
% of owners	7.1	14.3	21.4	21.4	7.1	14.3	3.6	10.8	100

SOURCES: 1984 Assessment Data, Field Survey

Residential and Commercial/Residential owners retain the most number of properties; they each account for 21.4% of the total percentage. Absentee landlords (14.3%) and commercial owners (14.3%) rank second.



CITY OF HAMILTON  
*JAMES NORTH  
HERITAGE DISTRICT  
EXTENSION*

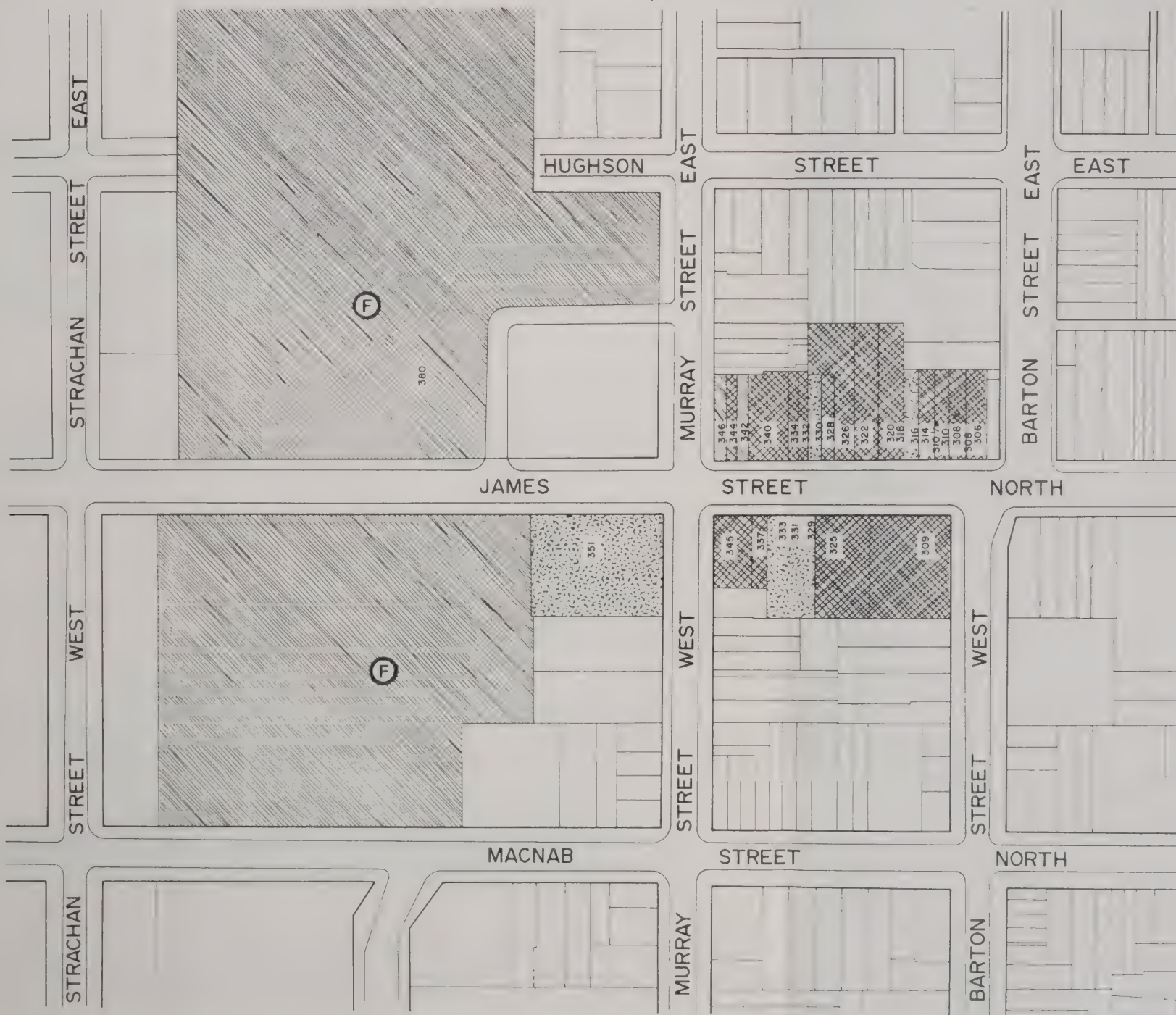
OWNERSHIP  
BLOCK No. REFERENCES







MAP No. 15







## LEGEND

-  FEDERAL GOVERNMENT
-  OCCUPANT OWNERS
-  ABSENTEE OWNERS LOCATED ELSEWHERE ON JAMES STREET NORTH
-  ABSENTEE OWNERS

SOURCE ASSESSMENT DATA .  
FIELD SURVEY .

## CITY OF HAMILTON JAMES NORTH HERITAGE DISTRICT EXTENSION PROPERTY OWNERSHIP CHARACTERISTICS



MAP No.16



TABLE 5.16

OWNERSHIP CHARACTERISTICS

	OWNER OCCUPIED	ABSENTEE OWNER	ABSENTEE WITH JAMES NORTH AFFILIATION	TOTAL
Number of Owners	22	4	2	28
% of Owners	78.6	14.3	7.1	100

The owners were grouped into three general categories for comparison purposes. There is a basic distinction between the categories: owner occupiers (categories C-0, R-0, C-R, Comm, MG, FG) reside and/or work in their units; absentees have no connection with James Street (category AB-2) and these people who own additional property (other than the building they live in) in the study and (category AB-1). Owner occupiers not surprisingly, have the highest percentage (78.6%), distantly followed by absentee owners (29.8%).

5.7.2 OWNERSHIP TURNOVERS

The turnover rate is very low - 10.7%. There have only been two ownership category changes: R-0 to CR and AB-2 to C-0. The shift from residential to a commercial-residential owner involved two of the three turnovers or 66.7%. As evidenced by the data, the study area appears to be relatively stable.

TABLE 5.17

BREAKDOWN OF OWNERSHIP TURNOVERS  
BY OWNERSHIP CHARACTERISTICS

1984 Owner Character Category	1981 Owner Character Category	Number of Turnovers	% of Turnovers	Rate %
C-R	R-0	2	66.7	7.1
C-0	AB-2	1	33.3	3.6
Total		3	100.0	10.7

5.7.3 OWNERSHIP CHARACTERISTIC TRENDS

(Comparison of the areas north and south of Barton Street)

The ownership patterns between the two areas differ. Commercial (32.7%) and absentee owners (27.9%) are the predominant owner/occupiers south of Barton, whereas commercial-residential (21.4%) and residential (21.4%) owner/occupiers prevail in the northern section. It is evident that a fairly large percentage of the owners live, and perhaps work, on James North (North of Barton).

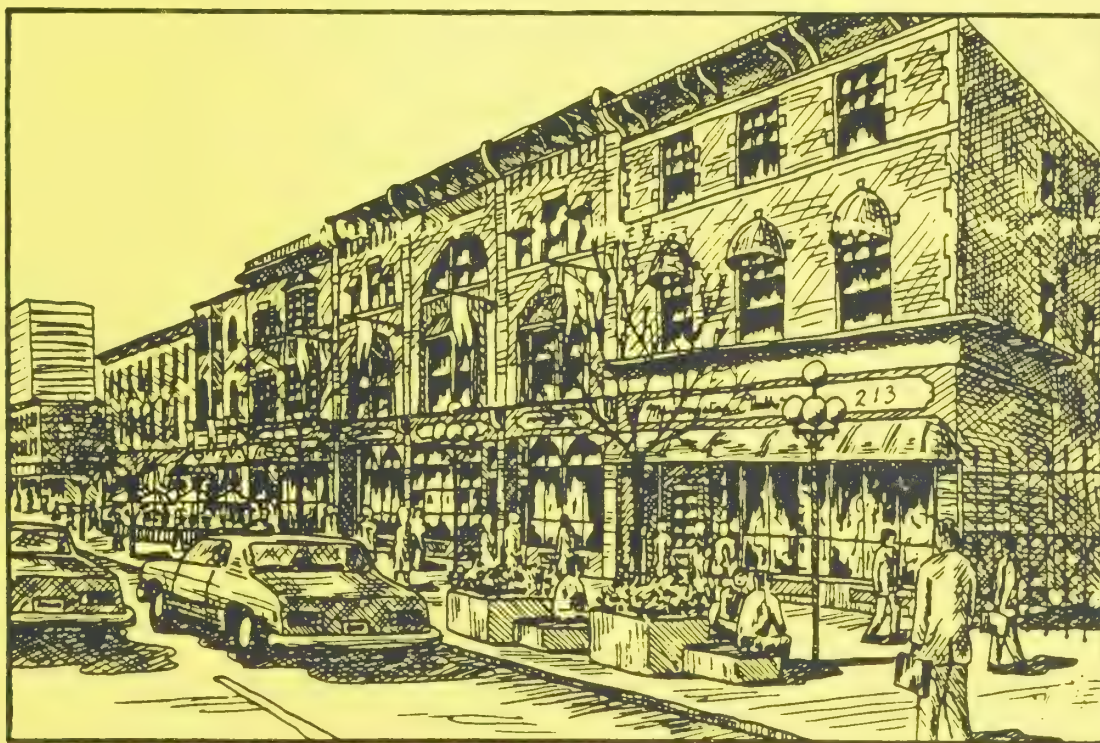
In comparing turnover rates, the percentage of turnovers in the southern portion of James Street is double that of the northern section; the rates are 24.1% and 10.7% respectively. Therefore, it appears the study area is more stable with respect to ownership.





# *SECTION 6*

## *Circulation Systems*







## 6.1 RESTRICTIONS

### 6.1.1 TRAFFIC CONTROL

Traffic is controlled through the use of traffic lights and stop signs. Lights are located at the major intersection of James and Barton and stop signs on both corners of Murray.

### 6.1.2 TRAFFIC SYSTEM

James Street North is a one-way south bound street from Murray to King, but it reverts to two-way north of Murray. The east-west streets intersecting James are two-way (refer to Map #17).

In August 1984, the Planning Department requested the City Traffic Department to investigate the possibility of making James Street two-way between Barton and Murray. They were of the opinion that converting James Street to two-way would cause difficulties for vehicles turning eastbound on Barton from James and would impede traffic flows along James. Therefore, extensive costs would be incurred (ie, building acquisition and road widening) to alleviate these problems.

### 6.1.3. PARKING AND LOADING

Both on and off-street parking is very limited in the study area. Wherever possible, the City tries to accommodate vehicles in lots instead of along arterial roads. This helps reduce the congestion and helps improve the safety on the roadways, for both pedestrians and vehicles.

The Hamilton Parking Authority has no lots in the vicinity; however, the area has been designated as a high priority for the establishment of parking sites. The Authority is closely monitoring the housing market for possible purchase of dwelling units; they will then be demolished and converted into lots. The Brewer's Retail, the Mission and Joe's Tavern having parking for their businesses only. Canadian National Railway owns three large lots on the south side of the tracks. One is for CN employees only and two lots are for customers using the station and/or train. Access to two lots is controlled by barriers.

On street parking is available only between Barton and Murray and on the side streets. The parking is confined in two ways: the use of one hour meters and a 4 - 6 p.m. no parking/stopping restrictions on both sides of James Street.

There is only one loading zone in the area and it is located outside Corsini's Supermarket (east side of James). Map #18.

## 6.2 VEHICULAR AND PEDESTRIAN VOLUMES

### 6.2.1 TRAFFIC COUNTS

Traffic counts were taken at the intersection of James/Barton and James/Strachan. Over the past ten years, the volumes at the James/Barton corner has remained stable (see Figure 7.1); comparisons are not available for the James/Strachan corner since it was only a one time count.

Approximately 85%\* of the traffic travelling southbound on James from Murray originated from Strachan northward. Fifteen percent of the traffic is picked up between Strachan and Barton. It is not possible to assess the amount of traffic travelling northward on James from Murray because statistics are not available.

---

*# of vehicles at James/Barton corner	=	2829-2400	= 85%
# of vehicles at James/Strachan corner		2829	

### 6.2.2 PEDESTRIAN COUNTS

Pedestrian counts can be considered to be misleading. Certain inaccuracies result from: 1) the infrequency of pedestrian counts; 2) double count and 3) daily and monthly fluctuations: ie) weather.

Despite these inadequacies, pedestrian volumes may be estimated. In 1983, there were approximately 494\* people crossing the Strachan/James intersection; in the same year, 2842\* people (over 5 times the number) crossed at the James/Barton intersection. The large difference in the number of pedestrians is not suprising given that the first intersection is located in a primarily low density residential area and the other is located in a predominantly commercial zone, as well as functioning as a major east-west arterial. There is limited data available for yearly counts. Therefore, comparisons are difficult to make.

## 6.3 PUBLIC TRANSIT

### 6.3.1 LOCAL BUS SERVICE

The extension area is serviced by two bus routes: Barton (2/2c) which runs on Barton east of James and the North Ender (16) which serves James Street north of Murray and Burlington Street (refer to Map #19) Hamilton Street Railway (HSR) is responsible for the bus service.

Each bus operates on a daily basis. The following chart indicates the frequency of buses along each route.

BUS ROUTES	RUSH HOURS	REGULAR	9 p.m.- 12 a.m. SATURDAY, SUNDAY
Barton	5 minutes	8 minutes	20 minutes
North Ender	12 minutes	20 minutes	20 minutes







An average of 73 buses per weekday travel on James North, north of Barton.

---

\*The total number of people is reached by adding up the number of pedestrians on each of the four corners.



## LEGEND

-  TRAFFIC LIGHTS
-  DIRECTION OF TRAFFIC
-  NUMBER OF LANES
-  SPECIAL TURNING LANES
-  OVERPASS
-  STOP SIGNS

SOURCE PLANNING & DEVELOPMENT  
DEPARTMENT, HAMILTON WENTWORTH  
REGION.

## CITY OF HAMILTON JAMES NORTH HERITAGE DISTRICT EXTENSION

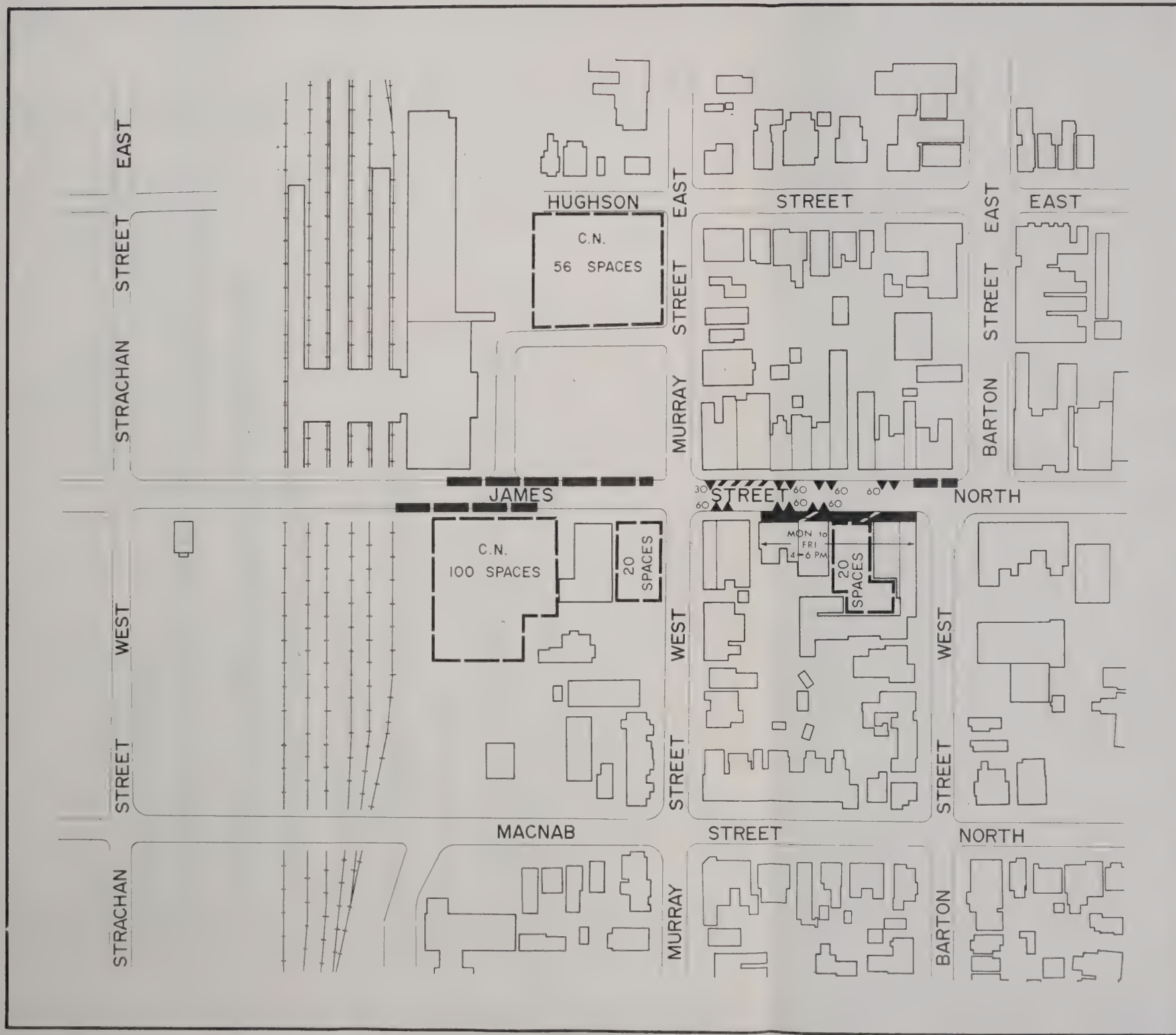
### TRAFFIC SYSTEM



MAP No. 17







## LEGEND

- NO STOPPING ANYTIME
- INDEPENDENT PARKING LOT
- NO PARKING-LOADING ZONE
- DOUBLE HEAD PARKING METER WITH TIME LIMIT
- SINGLE HEAD PARKING METER WITH TIME LIMIT
- NO STOPPING WITH RESTRICTIONS AS SHOWN

NOTE NO PARKING STREET DESIGNATED AS A SNOW ROUTE

SOURCE TRAFFIC DEPARTMENT  
CITY OF HAMILTON

## CITY OF HAMILTON JAMES NORTH HERITAGE DISTRICT EXTENSION

### PARKING AND LOADING



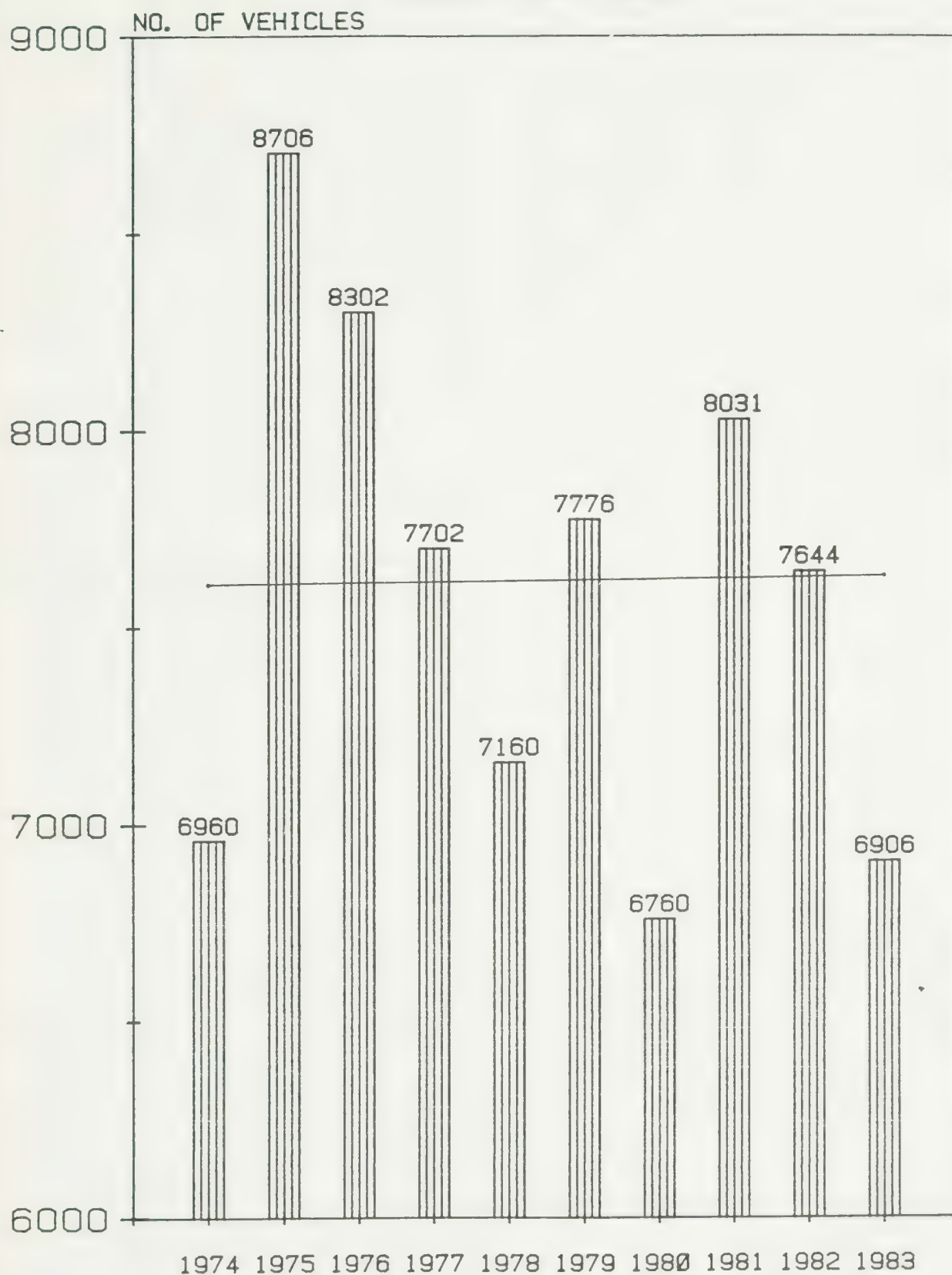
MAP No. 18



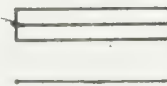
FIGURE 1

# 24 HOUR TRAFFIC VOLUME: 1974 - 1983

(BARTON AND JAMES)

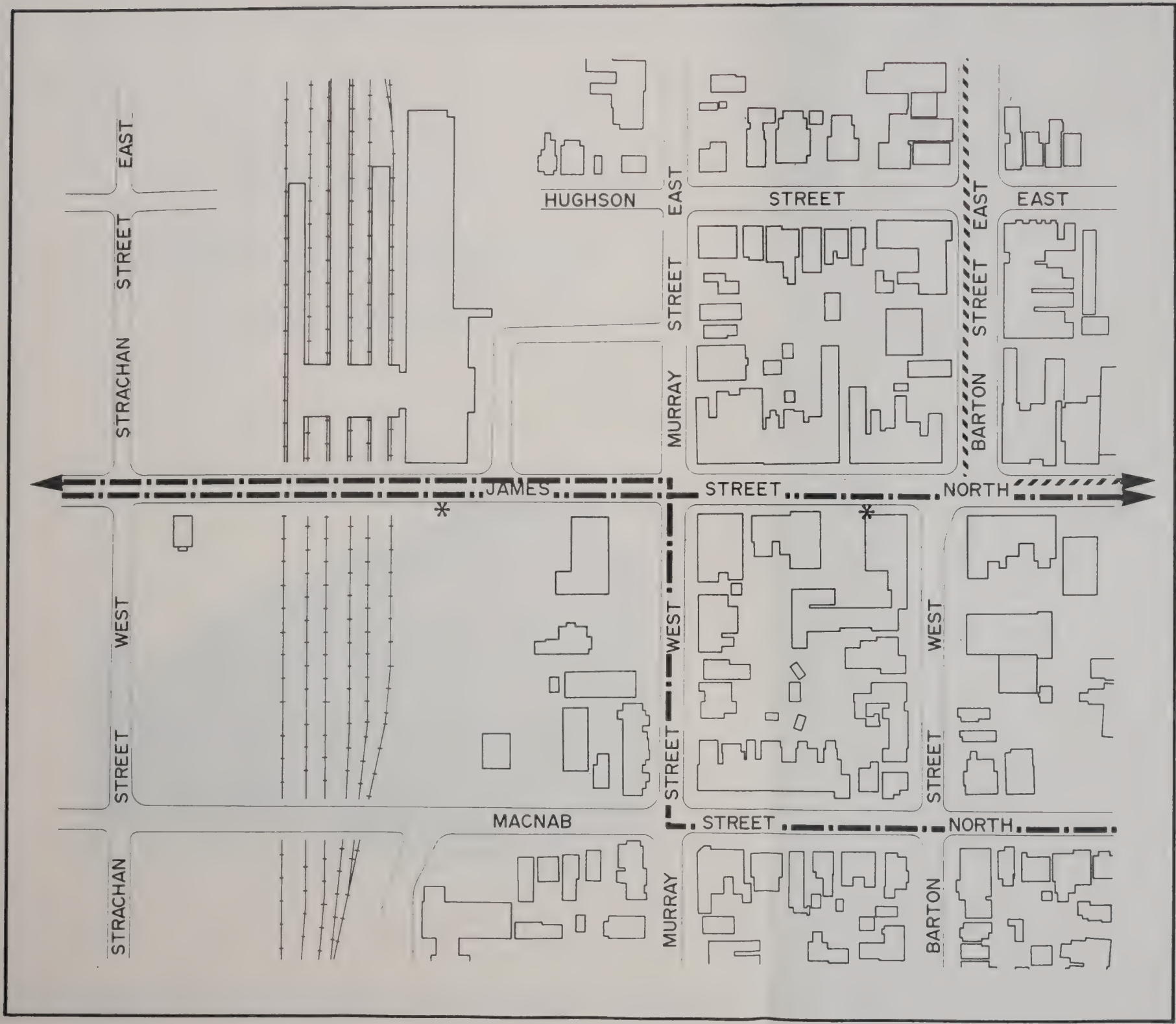


TRAFFIC COUNTS  
REGRESSION LINE









LEGEND

- NORTH ENDER ROUTE
- ... BARTON ROUTE
- \* NORTH ENDER BUS STOP

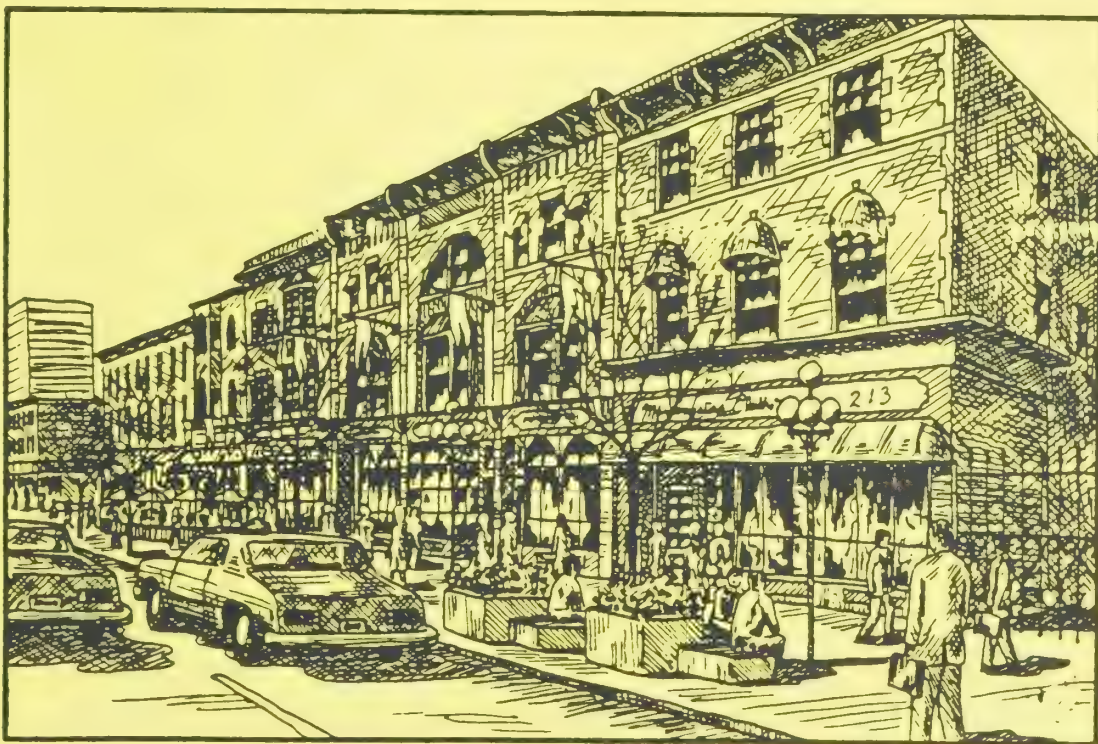
SOURCE HAMILTON STREET RAILWAY

CITY OF HAMILTON  
*JAMES NORTH  
HERITAGE DISTRICT  
EXTENSION*  
H.S.R.  
TRANSIT SERVICE



# *SECTION 7*

## *Urban Design, Streetscape, Environment*







## 7.1 INTRODUCTION

Urban design encompasses much more than the buildings and how they relate to other structures; it includes all the streetscape elements (from roadways to hanging plans) which add/detract from the character and vitality of the district.

Both the negative and positive design features will be examined and a detailed analysis of the various streetscape elements and their potential for improvement will be documented.

## 7.2 URBAN DESIGN ANALYSIS

James Street North, (north of Barton), in its present condition, lacks the key urban design features which create a lively, comfortable and attractive pedestrian environment. Upgrading the streetscape elements and mitigating the negative design features are necessary in order to regenerate pedestrian movement along James North.

### 7.2.1 POSITIVE DESIGN FEATURES

Positive design features are those physical streetscape elements and abstract qualities which give James Street North its "joie de vivre".

- o CNR station acts as major focal point.
- o The green space in front of station which enhances the station and creates a visual relief from the built environment.
- o The consistency of building heights.
- o The well maintained buildings.

### 7.2.2 NEGATIVE DESIGN FEATURES

There tends to be more negative design features than positive features. That point, in itself, indicates the need for a comprehensive urban design scheme for the area.

- o CN parking lot detracts from the visual appearance of the station environment.
- o The break in building continuity on the west side of James resulting from a parking lot.
- o Two buildings which are considered to detract from the historical character.
- o The lack of maintenance of the parkette on the north-east corner of James and Barton.

- o The lack of positive streetscape elements, especially pedestrian amenities.
- o Blank wall on the north-east corner of Barton and James.

### 7.3 STREETScape AND STREETScape ELEMENTS

Streetscape, (roads, buildings, sidewalks, etc.) and streetscape elements (furniture, garbage bins, etc.) are largely responsible for the visual appearance, comfort of the pedestrian environment and the vitality of James Street North. The lack of positive streetscape features and thus, an urban design scheme is a problem which may be rectified by designing a comprehensive streetscape plan.

An analysis of the streetscape and streetscape components has been undertaken in order to assess their current physical condition and the ways in which they may be upgraded.

#### 7.3.1 ROADS AND SIDEWALKS

Since James Street North is designated as an arterial route, the road is four lanes across. The wide carriageway creates a potential for high traffic volumes, in addition to the pedestrian/vehicular conflicts at the James/Barton intersection and mid-block crossings.

The narrow sidewalks, which presently, tend to impede pedestrian movement, are not able to accommodate pedestrian amenities (furniture, garbage bins) without severely hampering the regular flow of people. The visual appearance of the sidewalks is monotonous due to the gray concrete slabs, and no variety in the paving material. There has been an attempt to use brick paving stones at the base of the trees to differentiate them from the sidewalks. However, poor sidewalk maintenance has created a hazard for pedestrians since an uneven walking surface has caused the bricks to sink lower than the sidewalks.

The lack of curb ramps at all street corners is an impediment for handicapped and elderly people.

#### Improvements needed:

- o narrow the carriageway and widen the sidewalks for the length of the street; or,
- o widen the sidewalks at different places along the street;
- o use a variety of paving materials along the sidewalks, at intersections and possibly, spanning across the road and block;
- o investigate the use of an alternate paving material at the base of trees;
- o provide curb ramps at all street corners.

### 7.3.2 LIGHT STANDARDS AND HYDRO POLES

Most of the light standards have a concrete base and column with a curved arm. There are several wooden hydro poles which double as light standards.

The overall condition of the light standards is very poor. Many of the columns are cracked, parts of the bases are missing, and many metal supports are corroded. Because of the large number of lights, their dilapidated appearance has been reinforced the length of the street.

The hydro poles, on the other hand, are well maintained with the exception of the one located on the north-east corner of Barton and James, which is rusty and has chipped paint.

#### Improvements needed:

- o replace all light standards with a new style which would better reflect the historical character of James Street North;
- o the installation of pedestrian sized lighting; the style should be compatible with a Heritage Conservation District;
- o replace the dilapidated hydro/HSR pole.

### 7.3.3 SIGNS

Commercial and traffic signs are the two types of signage used on James Street North.

#### (a) Store Signs

Store signage is an integral part of a commercial street because it provides both pedestrians and transit/auto users with a quick birds eye view of the range of retail outlets and services available on James North, as well as providing advertisement for the individual stores.

There are relatively few hanging signs; the majority are flush against the store face. However, a few of the signs severely detract from the historical and architectural character of the buildings.

#### Improvements needed:

- o removing/replacing dilapidated signs;
- o remove the large billboard on the east side of James;
- o encourage store owners to provide signs which would be more in character with an HCD.

#### (b) Traffic Signs

The traffic signs are most commonly attached to lamp standards and hydro poles. For the most part, they are not considered to be a visual intrusion because they are relatively few in number.

Improvements needed:

- o traffic signs should be redesigned to draw attention to the potential Heritage Conservation District.

#### 7.3.4 STREET FURNITURE

There are: no sidewalk or garbage cans, three mailboxes and two newstands within the study area boundaries. The lack of other types of pedestrian amenities creates a public space which discourages social interaction, is inconvenient and dull.

Improvement to the pedestrian environment may be made: at relatively little cost to the City and/or residents and business people and with a little imagination.

Improvements needed:

- o design a comprehensive streetscaping scheme which would include the use of planters, hanging plants, benches, garbage containers, mailboxes, etc.;
- o use furniture which would reflect the history of the area.

#### 7.3.5 LANDSCAPING

The only vegetation found on James Street North are the deciduous trees which line the street. In addition to the few trees, are two patches of grass with no decorative vegetation.

Both the parkette on the north-east corner of James and Barton and the CN open space do not adequately function as parks because they lack those pedestrian amenities that would invite people to use the spaces.

In general, the landscaping in the area is monotonous and unimaginative. Vegetation can be used to enhance both the environment and the buildings.

Improvements needed:

- o landscaping and the use of street furniture in the parkette and the CN open space would create a useable park space;
- o use vegetation to act as the buffers between the sidewalk and the parking lots;
- o hang plants from lamp standards and hydro poles;
- o use a variety of shrubs, trees, plants to break to monotony of the streetscape.



### 7.3.6 OTHER STREETSCAPE ELEMENTS

#### (a) Wall

The blank wall on the north-east corner of Barton and James divides the area in two - north and south of Barton. Its sheer size and colour gives the pedestrian the impression he is walking into a "blank wall". The little parkette, on the same corner is uninviting, partly because the wall creates a rather sterile atmosphere.

##### Improvement needed:

- o the wall should be painted and/or designed to complement the park, reduce the 'physical' barrier (Barton Street) by bringing the two sides closer together.

#### (b) Wirescape

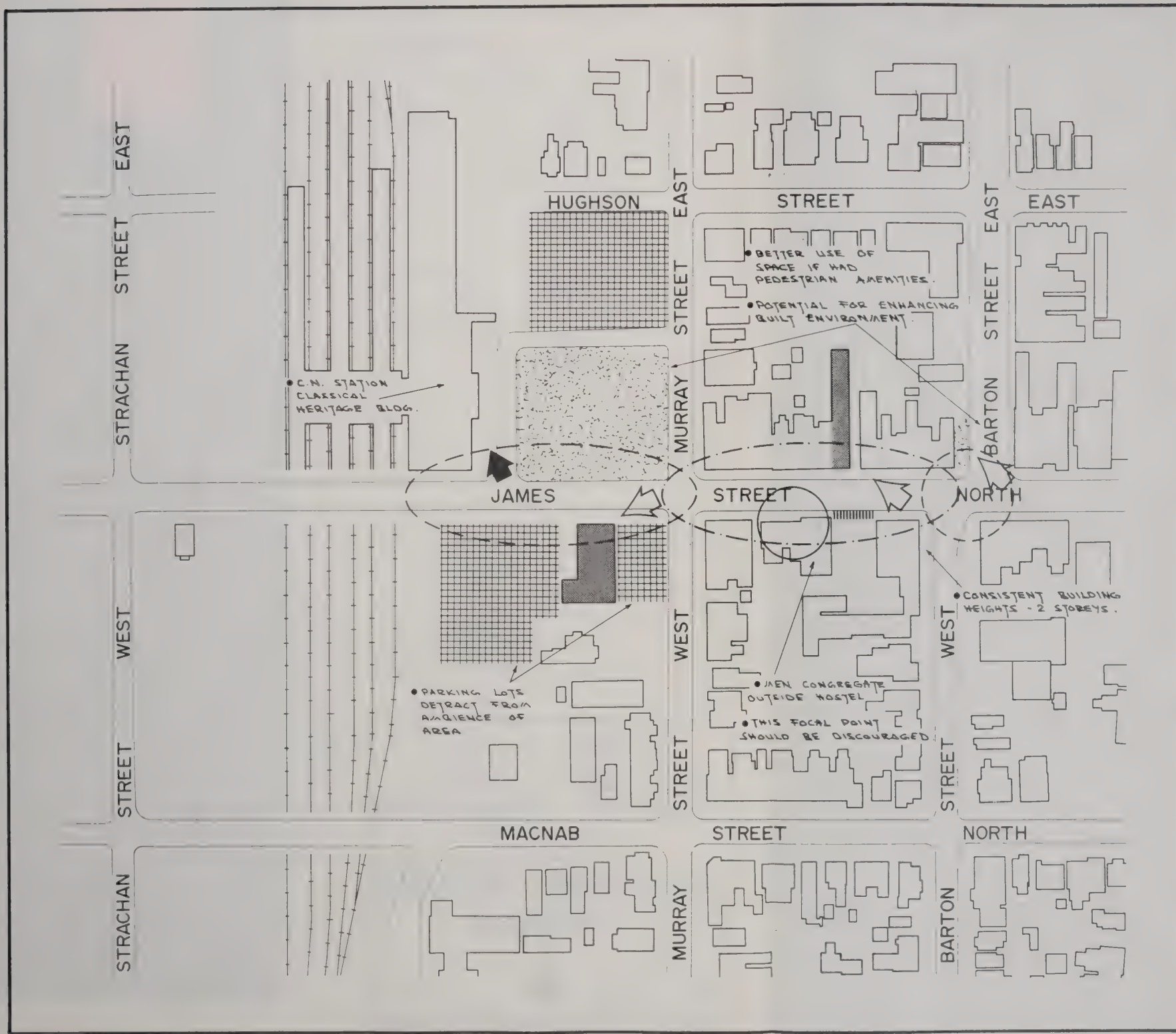
The intersection of James and Barton has both trolley wires and hydro or telephone cables criss-crossing the street. However, no cables or electrical wires line James North. The overhead wires are not considered to seriously detract from the districts character.

##### Improvement needed:

- o possible removal of trolley wires if the buses are diesel powered.







# LEGEND

- 235 BUILDINGS WHICH DETRACT FROM AREA'S HISTORICAL CHARACTER
- MAJOR BREAKS IN DETAIL CONTINUITY
- MAJOR PEDESTRIAN FOCAL POINTS
- MAJOR VEHICULAR NODES
- PARKETTES AND LANDSCAPED GREEN SPACES
- POSITIVE VIEWS
- NEGATIVE VIEWS
- PARKING LOTS WHICH DETRACT FROM AREA'S AMBIENCE
- LITTLE SENSE OF ENCLOSURE
- MODERATE SENSE OF ENCLOSURE

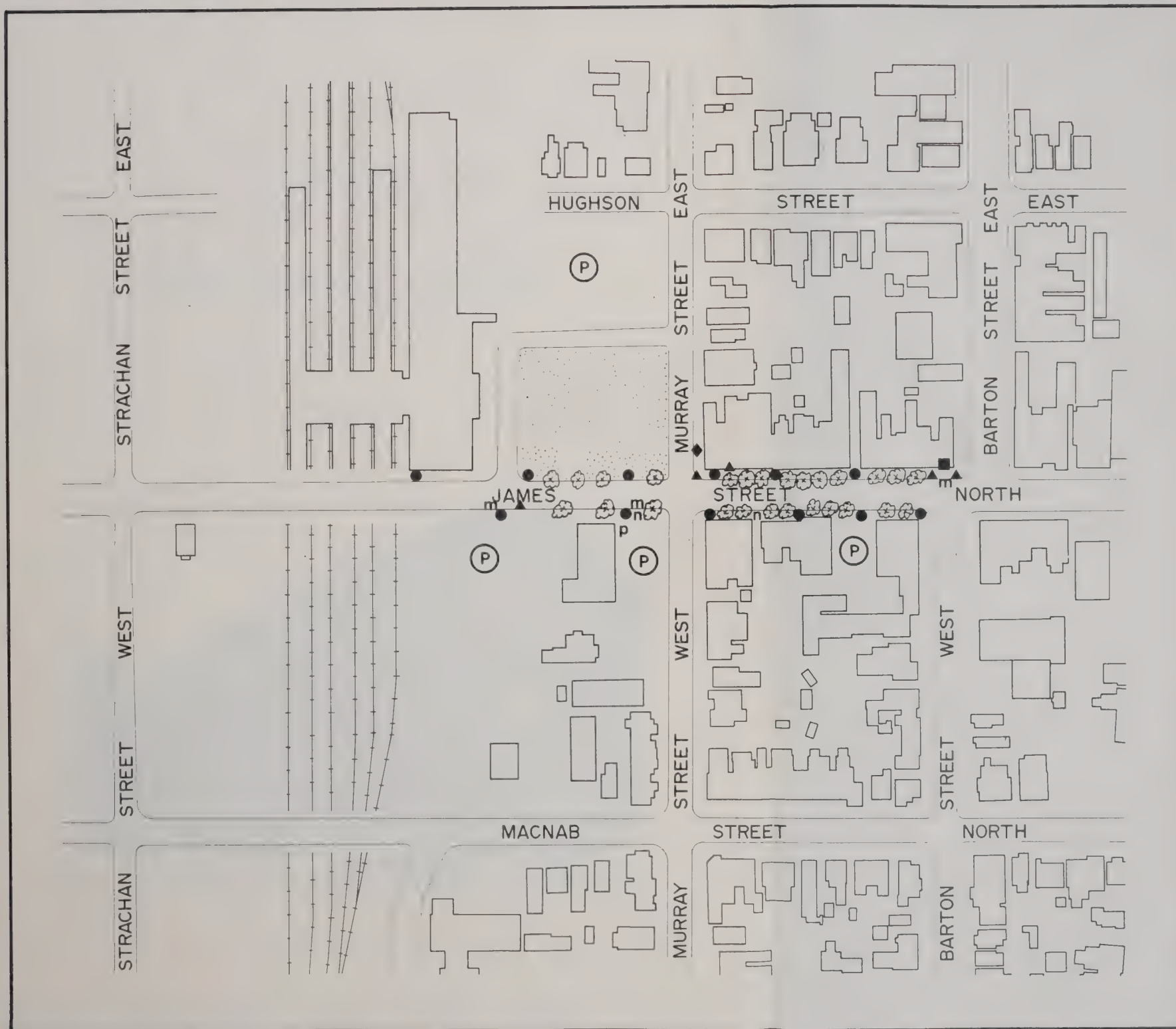
SOURCE : FIELD SURVEY

## CITY OF HAMILTON JAMES NORTH HERITAGE DISTRICT EXTENSION URBAN DESIGN ANALYSIS



MAP No. 20





## LEGEND

### LIGHT STANDARDS

WOODEN ■  
CONCRETE ●

### TRAFFIC SIGNS

FREE STANDING ▲

### STREET FURNITURE

NEWSPAPER STAND n  
MAIL BOX m  
FIRE HYDRANT ◆  
TELEPHONE BOOTH p

### LANDSCAPING

TREES ☼  
GRASS □

### PARKING LOTS

(P)

SOURCE FIELD SURVEY

CITY OF HAMILTON  
*JAMES NORTH*  
*HERITAGE DISTRICT*  
*EXTENSION*  
**EXISTING STREETScape**  
**ELEMENTS**



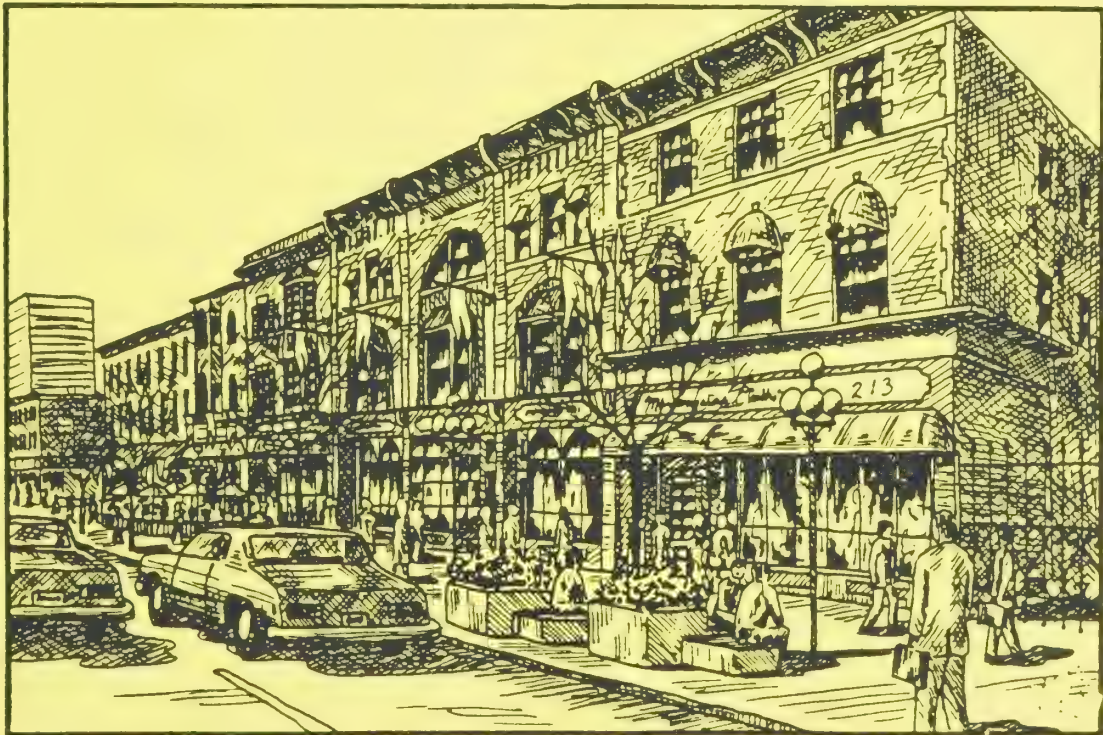
MAP No. 21





# *SECTION 8*

## *Questionnaire Analysis*





## 9.1 INTRODUCTION

A background information booklet, together with residential and commercial questionnaires, were hand delivered to business people and residents on James Street North in October. Their purpose was three-fold: one, it gives people the opportunity to express their views and concerns about the study area; two, it is a method of public education for Heritage Planning; and, three, it allows interested citizens to become involved in the planning process.

In an attempt to involve those people directly affected by James North, questionnaires were sent to all absentee landlords. None of these questionnaires was returned.

## 9.2 COMMERCIAL QUESTIONNAIRE ANALYSIS

Commercial questionnaires were delivered to fifteen of the eighteen commercial establishments. Two of the buildings are vacant and the third is used for grocery storage.

Eleven of the fifteen questionnaires were returned which represents a response rate of 73.3%. The Mission questionnaire is included in the analysis, although it does not function as a "commercial establishment" per se.

1. Name of business:
2. Type of business:
3. Location of business/properties in question:

Comments: The purpose of these questions is to obtain an accurate account of the type of activity taking place in each establishment. Municipal addresses are used for identification purposes.

- 2.a) I own \_\_\_\_\_ rent \_\_\_\_\_ the premises  
 I have owned/rented the premises for \_\_\_\_\_ years  
 I have operated my present business at this location for \_\_\_\_\_ years.

a) <u>Response</u>	<u>Number</u>	<u>Percentage</u>
Own	7	58.3
Rent	5	41.7
	12	100.0
b) <u>Response</u>	<u>Number</u>	<u>Average Number of Years</u>
Owned	6	15.5
Rented	4	14.0
No response	2	--
	12	
c) <u>Response</u>	<u>Number</u> (total)	<u>Average Number of Years</u>
Years	143	11.9

Comments: There is an almost even split in the number of owners (58.3%) and renters (41.7%). Interestingly, the owners have only occupied their units for a year and a half longer than the renters. The combined average length of operation (11.9 years) indicates a slow turnover rate and, therefore, there has been little change in the type of business and commodities sold in the last decade.

3. The upper floors of the premises are used for:

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Residential Units	8	66.7
Offices	0	0.0
Vacant	1	8.3
Other	0	0.0
Dual Answer*	1	8.3
No second floor	2	14.7
	12	100.0

Comments: The primary land use in the area is mixed residential/commercial (66.7%). Since many of the top floors are used for residential purposes, there is a limited number of other uses.

---

\*Upper floors have both residential and office space.

4. My mother tongue is:

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
English	6	50.0
Italian	2	16.7
Portuguese	1	8.3
French	0	0.0
Other	0	0.0
Dual Answer*	2	16.7
No response	<u>1</u>	<u>8.3</u>
	12	100.0

\*Mother tongue is either English/Italian, or French/Italian.

Comments: The figures indicate that half the merchants (50%) consider English to be their mother tongue. There are also a large number of people who consider Italian, at least in part, to be their principle language of use.

5. Presently my business employs \_\_\_\_\_ persons on a fulltime basis.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
0-1	3	25.0
2-4	4	33.3
5-7	2	16.7
8-10	1	8.3
No response	<u>2</u>	<u>16.7</u>
	12	100.0

Comments: The majority of the businesses are small in size, employing no more than four people, about 25% of businesses have self-employed owners.

6. In my opinion, the performance of my business over the past five years is:

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Improving	3	25.0
Stable	4	33.3
Declining	<u>5</u>	<u>41.7</u>
	12	100.0



Comments: Business people see mixed trends for their commercial establishments over the last few years. Declining business represent 41.7% of the sample.

7. Jackson Square has had a positive impact \_\_\_\_\_, negative impact \_\_\_\_\_, no impact \_\_\_\_\_ on the performance of my business.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Positive impact	0	0.0
Negative impact	2	16.7
No impact	<u>10</u>	<u>83.3</u>
	12	100.0

Comments: Almost 85% of the commercial establishments do not feel that Jackson Square has had any impact on their sales. This may be attributed to their northerly location.

If you feel Jackson Square has had a positive or negative impact on your business, please indicate which of the following you feel is/are applicable.

<u>Positive</u>	<u>Number</u>	<u>Percentage</u>
i) Serves as a focal point/activity centre for James Street N.	2	66.6
ii) Draws more customers to your business	0	0.0
iii) Provides parking for your customers who frequent your business	0	0.0
iv) Has given your business greater exposure on a City wide scale	1	33.4
v) Other	0	0.0
	<u>3</u>	<u>100.0</u>

	<u>Negative</u>	<u>Number</u>	<u>Percentage</u>
i)	Only serves as a focal point/activity center for James Street North	6	40.0
ii)	Draws customers away from your business	3	20.0
iii)	Creates more competition for your business	2	13.3
iv)	Has decreased the exposure of your business	1	6.7
v)	Lack of street oriented retail along the west side of James Street between King Street and York Blvd. discourages customers to walk along James Street to frequent your business	3	20.0
vi)	Other	<u>0</u>	<u>0.0</u>
		15	100.0

Comments: There were several responses to both the negative and positive features of Jackson Square, although only two merchants indicated that the Square had a negative impact on their businesses. It may be assumed that respondents felt there were favourable and unfavourable effects associated with the Square; however, the answers given do not necessarily reflect the relationship, (the impact the Square has on their business sales) implied in the Questionnaire.

The most negative factor is that Jackson Square is a focal point. In addition, 20% of the answers indicated that the lack of street oriented retail on the west side of James has discouraged people from walking north of James.

8. The one area which most of my customers/clients and employees come from is:

<u>Response</u>	<u>Number of (Customers)</u>	<u>Percentage</u>	<u>Number of (Employees)</u>	<u>Percentage</u>
a) Immediate area	3	25.0	3	25.0
b) Downtown	0	0.0	0	0.0
c) City wide	5	41.8	4	33.3
d) City wide and beyond	2	16.6	1	8.4
No response	<u>2</u>	<u>16.6</u>	<u>4</u>	<u>33.3</u>
	12	100.0	12	100.0

Comments: Twenty-five percent of the people who shop and work in the study area live close by. However, the majority of employees (33.3%) and clients (41.8%) come from all parts of Hamilton. It is interesting to note that neither customers, nor employees come from the downtown area.

Most of my customers/clients are of my mother tongue:

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Yes	3	25.0
No	0	0.0
Half and Half	<u>9</u>	<u>75.0</u>
	12	100.0

Comments: A large proportion (75%) of merchants have clients/customers who are not necessarily of their native tongue. This implies that the area serves a culturally diverse population.

- 9.a) Do you think the study area (James Street North between Barton and the CNR tracks) is attractive to customers:

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Yes	5	41.7
No	7	58.3

- b) If yes, what are the special features you believe are attracting people to the area?

	<u>Response</u>	<u>Number</u>	<u>Percentage</u>
i)	Good parking	0	0.0
ii)	Good transit	2	12.4
iii)	Visibility due to traffic volumes	2	12.4
iv)	Active business association	3	18.8
v)	Proximity to King St. & Jackson Square	0	0.0
vi)	Nature of shopping opportunities	3	18.8
vii)	Attractive surroundings	0	0.0
viii)	Attractive buildings	0	0.0
ix)	Nearby residential area	3	18.8
x)	Ethnic flavour of district	3	18.8
xi)	Other	<u>0</u>	<u>0.0</u>
		16	100.0

c) If no, what are the features you believe are discouraging people from shopping in the area?

	<u>Response</u>	<u>Number</u>	<u>Percentage</u>
i)	Poor parking	10	34.1
ii)	Poor transit	1	2.9
iii)	High traffic volumes	1	2.9
iv)	Inactive business association	4	11.4
v)	Proximity to King St. & Jackson Square	5	14.3
vi)	Nature of shopping opportunities	3	8.6
vii)	Unattractive buildings	5	14.3
viii)	Unattractive surroundings	3	8.6
ix)	Ethnic flavour of district	0	0.0
x)	Insufficient residential areas	1	2.9
xi)	Other	<u>0</u>	<u>0.0</u>
		35	100.0

Comments: Fifty-eight percent (7) of the businessmen feel the area is unattractive, but at the same time, 41.7% (5) find James Street North appealing.



There appears to be a relatively even split between the number of people who indicated the area is an unattractive place (5) and is an attractive place to live (7) - refer to Question 9.a). However, in comparing the number of responses received for the negative features (36) - Question 9.c) and those received for positive attributes (16) - Question 9.b) it is clearly visible that twice the number of negative features are indicated. The inconsistency in the responses between 9.a), b) and c) implies that there are several negative features associated with the area, yet they are not strong enough to warrant an unattractive response for Question 9.a).

Ten of the twelve respondents feel that the lack of parking is a problem. This indicates that it is a major concern of the merchants. Several respondents (5) feel that James Street North is too close to downtown and the Square. This percentage rate (14.3%) is in accordance with the responses received from Question 7, in which several people felt that Jackson Square is a focal point. People do not feel that traffic and public transit are problems in the area.

One of the most positive features in the ethnic flavour of the district. This point has been reinforced by the 0% response rate received in the negative features column. Equally attractive features are: the nearby residential areas, nature of shopping opportunities, and the active business association.

A few respondents had additional comments on the attractiveness/unattractiveness of the area. The response tended to be negative: the City Mission, the loss of jobs since urban renewal and groups hanging around on the street.

10. The present condition of the exterior of my building(s) is satisfactory to me:

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Yes	7	58.4
No	4	33.3
No answer	<u>1</u>	<u>8.3</u>
	12	100.0

If yes why? If no, why not?

Comments: Of the 12 respondents, 7 consider their buildings to be in good condition,. This is not surprising since 58.3% (refer to Question 2) are owner-occupied: there is a tendency for them to take greater care of their buildings. It should be noted, however, that in Question 9, no one felt the buildings were attractive in the area and 14% indicated they were unattractive.

The additional comments include:

- o The building is well kept.
- o The building is not attractive enough.
- o The upstairs windows should be replaced to the original style.

11. I would consider discussing improvements to heritage features of my building(s) if designation occurs.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Yes	9	75.0
No	<u>3</u>	<u>25.0</u>
	12	100.0

Comments: Seventy-five percent of the people surveyed would discuss improving the heritage features of their buildings. Since most of the respondents own their premises, this is an encouraging sign for the success of a plan. Part of the success is using heritage features to make the area more attractive.

12. I would like to see policies applicable to this area on the following matters in order that the character of the district is enhanced or preserved.

- a) Restricting the alteration/removal of any significant heritage features on upper floors:

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Yes	6	50.0
No	3	25.0
No response	<u>3</u>	<u>25.0</u>
	12	100.0

- b) A 180 day waiting period for a demolition permit (for heritage buildings) so that alternatives to demolition may be explored.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Yes	9	75.0
No	2	16.7
No answer	<u>1</u>	<u>8.3</u>
	12	100.0

c) Controls on the height and design of new buildings:

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Yes	9	75.0
No	2	16.7
No answer	<u>1</u>	<u>8.3</u>
	12	100.00

d)	<u>Response</u>	<u>Yes</u>	<u>%</u>	<u>No</u>	<u>No %</u>	<u>Response</u>	<u>%</u>	<u>Total</u>
i)	Streetscaping	10	83.4	1	8.3	1	8.3	100.00
ii)	Sidewalk cafes areas	9	75.0	2	16.6	1	8.3	100.00
iii)	Sidewalk widening	6	50.0	2	16.6	4	33.4	100.00
iv)	Reduction in traffic volumes	<u>2</u>	16.6	<u>5</u>	41.7	<u>5</u>	41.7	100.0
		27		10		11		

Comments: Only half the people surveyed favoured a restriction on the alteration and/or removal of heritage features on the upper floors. There is an equal number of people who indicated that they did not want a restriction(s) on their property, or they are not sure about such a limitation.

In question b), 75% of the respondents indicated that a 180 day waiting period for demolition permit was agreeable. The objective of this question was to determine the importance of heritage buildings in the area.

The positive response to the third question, 75%, implies that businesses would like to see the height and future design of the buildings in character with the area.

The responses received from questions a), b) and c) are favourable overall. This reflects positively on the study.

Businessmen overwhelmingly support both sidewalk cafes and streetscaping (83.2% and 75%) respectively.

There is mixed opinion about sidewalk widening. Since the answers are split three ways, the uncertainty may be related to the effect sidewalk widening has on traffic. Reducing the traffic volume is not favoured; this is consistent with the responses of question 9 where traffic is not perceived as a problem along James Street North.

13. I am in favour of "Heritage Conservation District" designation.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Yes	9	75.0
No	<u>1</u>	<u>8.3</u>
Not sure	<u>2</u>	<u>16.7</u>
	12	100.00

Comments: Nine of the twelve people who responded to the survey were in favour of Heritage Conservation District designation and only one person was opposed to it. These figures are very encouraging and should be regarded as a genuine concern by the business people to conserve and enhance the heritage characteristics of James North.

14. I would like a copy of the questionnaire results.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Yes	11	91.7
No	<u>1</u>	<u>8.3</u>
	12	100.0

15. I would like a copy of the historical research which will be done on my building.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Yes	11	91.7
No	<u>1</u>	<u>8.3</u>
	12	100.0

15. I would like a copy of the historical research which will be done on my building.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Yes	11	91.7
No	<u>1</u>	<u>8.3</u>
	12	100.0

Comments: There is a strong interest on the part of the merchants to Learn the history of their particular building.

There were several additional comments put forward by the businessmen. It is interesting to note that most of the comments are the same. The most frequently mentioned ones are:

- o The lack of parking;
- o Removal of the Mission;
- o Remove the hotels.

Other concerns raised are:

- o Too many By-law enforcers;
- o Need something to attract pedestrians to James North;
- o Do something positive with the CNR station.

Concluding Comments: There is a strong consensus amongst the merchants concerning the improvements needed in the study area. The opinions expressed by those people who live in the area are invaluable.



### 9.3 RESIDENTIAL QUESTIONNAIRE ANALYSIS

The response rate for the Residential Questionnaires is 43.8% (7/16). The vacant units are not included in this percentage. The opinions and views expressed by the Mission are important; however, Questions 3 through 7 are not included in the analysis because they would skew the data. It should be noted that the responses received do not reflect the true picture of the area because the boarders at the hotels did not fill out questionnaires.

1. I have lived at (the address) for \_\_\_\_\_ years.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
1 year	0	0.0
1-2 years	0	0.0
3-5 years	1	14.3
6-8 years	0	0.0
9-11 years	0	0.0
12+ years	6	85.7
	<u>7</u>	100.0

Comments: Almost 86% of the people indicated they have lived there for 12 or more years. This signifies a low turnover rate and thus, the population appears to be relatively stable. Municipal addresses were used for identification purposes.

2. I own \_\_\_\_\_, rent \_\_\_\_\_, my accommodation.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Own	5	62.5
Rent	3	37.5
	<u>8*</u>	100.0

Comments: Over half the residents own their premises. The response to this question reinforces the assumption made in question 1 - that the turnover rate is low.

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\*The Mission owns one building and rents another.

3. My mother tongue is:

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
English	1	16.7
French	0	0.0
Portuguese	0	0.0
Italian	2	33.3
Other*	1	16.7
Dual answer**	<u>2</u>	<u>33.3</u>
	6	100.0

\*Chinese

\*\*English/Italian

Comments: The residents in the study area speak a variety of Languages. Italian tends to be the dominant language of those people surveyed.

4. I live in a:

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Rented room	0	0.0
Bachelor apartment	0	0.0
1 bedroom	0	0.0
2-bedroom	1	16.7
3-bedroom apartment	1	16.7
Other*	2	33.3
No response	<u>2</u>	<u>33.3</u>
	6	100.0

\*The other type of accommodation is a house.

Comments: Only four people responded to this question. There is a variety of accommodation in the study area. Those people who live in a house use both the upper and lower floors of the building for residential purposes.

5.a) I have \_\_\_\_\_ people living with me.

b) I have 0 \_\_\_\_\_, 1-2 \_\_\_\_\_, 3-4 \_\_\_\_\_, more than 4 children living with me.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
1-2	4	66.6
3-4	2	33.4
5-6	<u>0</u>	<u>0.0</u>
	6	100.0

b)	<u>Response</u>	<u>Number</u>	<u>Percentage</u>
	0	3	50.0
	1-2	2	33.3
	3-4	0	0.0
	4+	0	0.0
	No response	<u>1</u>	<u>16.7</u>
		6	100.0

Comments: Given that 67.6% of the people surveyed have only one or two people living with them and 50% say they have no children, it appears that the majority of the people are childless couples or single. It can be deduced from the surveys that larger families (1-2 children) have moderate sized accommodation.

6. The people in my household work:

	<u>Response</u>	<u>Number</u>	<u>Percentage</u>
i)	In the building where we live	3	50.0
ii)	Elsewhere along James North	1	16.7
iii)	In downtown Hamilton	0	0.0
iv)	Elsewhere in Hamilton	0	0.0
v)	Outside Hamilton	1	16.7
vi)	Unemployed/no job	0	0.0
vii)	Retired	<u>1</u>	<u>16.7</u>
		6	100.0

Comments: Fifty percent of the people work in the same building in which they live and another 16.7% work elsewhere on James North. This indicates that a large portion of the people have a strong commitment to James North because they live and work in the immediate area.

7. The members of my household travel to work by:

	<u>Response</u>	<u>Number</u>	<u>Percentage</u>
i)	Walking/biking	4	66.7
ii)	Public transit	2	33.3
iii)	Family car or truck	0	0.0
iv)	Friend's car or truck	<u>0</u>	<u>0.0</u>
		6	100.0

Comments: Since 66.7% of the residents walk or bike to work, it appears that work is readily accessible to their place of residence. This ties in with Question 6 where the majority of residents work in the local area.

8. My household owns 0 \_\_\_\_\_, 1 \_\_\_\_\_, 2 \_\_\_\_\_, 3 \_\_\_\_\_, cars or trucks.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
0	2	28.6
1	3	42.8
2	0	0.0
3	<u>2</u>	<u>28.6</u>
	7	100.0

Comments: The percentage of car/truck ownership (70%) is relatively high compared to the percentage of people who walk or bike to work (66.7%). It may be assumed that the vehicles are used for commercial purposes and/or for trips outside the area.

9. There is sufficient \_\_\_\_\_, parking for my household's cars or trucks.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Sufficient	4	80.0
Insufficient	<u>1</u>	<u>20.0</u>
	5*	100.0

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\*Only 5 of 7 households own vehicles.

Comments: There appears to be enough parking for those people who have vehicles. Most of the residential parking is behind the building. However, it must be noted this positive response does not necessarily preclude that there is parking for guests.

10. I think there is too much traffic along James Street North.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Yes	1	14.3
No	<u>6</u>	<u>85.7</u>
	7	100.0

Comments: Traffic does not appear to be a problem in the study area. 86% of the respondents attest to this fact.

11. I think bus service is satisfactory \_\_\_\_\_, unsatisfactory \_\_\_\_\_ along James Street North.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Satisfactory	6	85.4
Unsatisfactory	<u>1</u>	<u>14.3</u>
	7	100.0

Comments: The general consensus is that public transit is adequate.

12. I think the condition of the sidewalks along James Street is:

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Good	4	57.1
Average	2	28.6
Poor	<u>1</u>	<u>14.3</u>
	7	100.0

Comments: There is mixed opinion concerning the condition of the sidewalks; however, a large majority of the residents feel they are in either good or average condition.

13. I would like to see the following improvements made to the sidewalks:

	<u>Response</u>	<u>Number</u>	<u>Percentage</u>
i)	Narrow the street and widen the sidewalks	1	11.1
ii)	Extensive streetscaping	6	66.7
iii)	Develop sidewalk cafes	1	11.1
iv)	Other*	<u>1</u>	<u>11.1</u>
		9**	100.0

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\*Other improvements include garage bins.

\*\*Some respondents indicated more than one improvement.

Comments: Streetscaping is felt to be the most important improvement (66.7%) that can be made to the sidewalks within the study area. There is little desire, on the part of the people, to have sidewalk cafes or sidewalk widening. In their opinion, visual amenities would greatly enhance the area.



14. I do most of my shopping:

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Along James North	2	26.2
Downtown	4	57.1
Elsewhere in Hamilton	1	16.7
	7*	100.0

\*One respondent shopped equally along James North and elsewhere in Hamilton. The Mission was excluded.

Comments: Downtown Hamilton seems to be the favourite place for residents to shop since 57.1% do. Most people shop locally (within 3/4 mile) which indicates that both James North and the downtown area have a wide variety of commercial establishments.

15.a) In my opinion, the study area (James North, between Barton and the CNR tracks) is a good place to live:

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Yes	4	57.1
No	3	42.9
	7	100.00

b) I feel the following features make living on James North attractive:

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
i) Close to downtown	7	19.8
ii) Close to work	3	10.3
iii) Good recreational opportunities	0	0.0
iv) Sufficient recreational open space in the area	0	0.0
v) Good area to raise children	0	0.0
vi) Good accommodation	2	6.9
vii) Affordable accommodation	5	16.1
viii) Good services	3	10.3
ix) Close to friends	0	0.0
x) Ethnicity	3	10.3
xi) Low owner rate	1	3.4
xii) Active residents association	0	0.0
xiii) Attractive buildings	1	3.4
xiv) Attractive surroundings	1	3.4
xv) Good shopping opportunities along James North	5	16.1
xvi) Other	0	0.0
	31	100.00

- b) I feel the following features make living on James North attractive:

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
i) Too close to downtown	0	0.0
ii) Poor recreational opportunities	5	13.9
iii) Insufficient recreational open space in the area	5	13.9
iv) Poor area to raise children	5	13.9
v) Poor accommodation	0	0.0
vi) Unaffordable rent	0	0.0
vii) Poor services	1	2.7
viii) Away from friends	3	8.3
ix) Ethnicity of area	1	11.1
x) High crime rates	1	11.1
xi) Inactive residents		
xii) association	2	6.0
xiii) Unattractive buildings	3	8.3
xiiii) Unattractive surroundings	4	11.1
xv) Noisy	4	11.1
xvi) Poor shopping opportunities	1	2.7
xvii) Other*	1	2.7
	36	100.0

\*Other unattractive features include the Harbour Mission, drunks, hotels and brawls.

Comments: There was an almost equal number of respondents who felt the area is attractive (57.1%) and unattractive (42.9%).

Correspondingly, there are 31 answers for the attractive features and 36 for the unattractive ones.

It is interesting to see that those features which are considered attractive (such as, affordable accommodation, good shopping opportunities, etc.) received a 0%, or very low response rate in the unattractive category. The same applies for unattractive versus attractive features. This implies consistency in the responses.

The most attractive feature is that the study area is close to downtown (19.8%); equally positive features are: affordable accommodation and good shopping opportunities (16.1%).

Poor recreational opportunities, insufficient recreational open space in the area and a poor area to raise children rank highest (13.9%) in the unattractive features category. Unattractive buildings and surroundings follow a close second.

- 16.a) The present condition of the exterior of my building(s) is satisfactory to me.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Yes	3	42.9
No	<u>4</u>	<u>57.1</u>
	7	100.00

- b) The present condition of the interior of my building(s) is satisfactory to me.

<u>Response</u>	<u>Number</u>	<u>Percentage</u>
Yes	6	85.7
No	<u>1</u>	<u>14.3</u>
	7	100.0

Comments: Just over half the residents (57.1%) feel their building is in unsatisfactory condition. However, the improvements suggested were fairly minor.

Interior of the structures were considered to be in good condition by the respondents.

A couple of residents included additional comments in the space provided at the bottom of the questionnaire.

- o Removing the Mission would improve the study area both economically and socially;
- o Would like to see the rear of the building aluminium sided.

Concluding Comments: As previously mentioned, the data received from Questions 2 through 8 do not accurately reflect the trends in the area because the sample (the returned surveys) is too small.

There is a general consensus concerning the improvements needed and the existing conditions within the study area.









